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No. 20,522 號式十式百五第萬二第 日六初月三年子甲 HONGKONG, WEDNESDAY, APRIL 9TH, 1924 三拜禮 號九月四年三十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

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WEEK DAYS		
7.00 a.m.	7.10 a.m.	
7.30 "	8.00 "	every 15 minutes Stop
8.00 "	8.20 "	" 10 " "ping
	8.30 "	Non Stop
	8.37 "	Stopping
	8.47 "	Non Stop
	8.54 "	Stopping
	9.04 "	Non Stop
	9.11 "	Stopping
	9.20 "	Stopping
8.50 a.m. to 11.00 "	every 10 minutes	Stop
11.20 "	12.20 p.m.	" 15 " "ping
	12.40 "	Non Stop
	12.47 "	Stopping
	12.57 "	Non Stop
	1.04 "	Stopping
	1.13 "	Non Stop
	1.20 "	Stopping
1.30 p.m. to 4.00 "	every 10 minutes	} Stop
4.00 "	4.20 "	
4.30 "	4.30 "	" 10 "
	6.40 "	Non Stop
	6.47 "	Stopping
	6.57 "	Non Stop
	7.04 "	Stopping
	7.13 "	Non Stop
	7.20 "	Stopping
	7.30 "	Non Stop
	7.37 "	Stopping
	7.47 "	Non Stop
	7.54 "	Stopping
	8.03 "	Non Stop
	8.10 "	Stopping

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GOLF AND LIFE.

THE PSYCHE AND THE SWING. THE USE OF UNWORTHY WORDS AND THE ANSWER.

The following article by a writer in *The Observer* will amuse all golfers:—

The grave young professional must have wondered why, when he finished his clear, detailed, and damning criticisms on my swing I laughed. But all that he said about my swing brought to my mind, point by point, the things my Headmaster used to say in winged well-meaning words, about me as a totality. I don't intend to go into details about that swing—why should I?—but I would recommend any golfer who dares or desires to know himself, without taking the sinister risks of the latest "science" to get the club of the professional, or some other qualified and responsible person to criticise his swing—especially his unsophisticated swing—before conscious virtue has overrid its natural tendencies. Then let him ponder these criticisms point by point and ask himself whether they do not paraphrase remarks of his parents, masters, spouse, or others against whose rights of criticism there is no protection. In short, are not the troubles he is up against in his golf the ones he is up against all the time? We top a ball. The Club Secer. if such officials ever come into being—and in these days of Sunday golf they are not needed—will tell us that lifting the head is due to taking our attention off the act. It is that endeavour to catch ourselves in the act of achieving a success that weakens control in the very crisis of the act. "Would we not drive further along life's fairway," he would say with brassie eloquently poised "if we concentrated on finishing our part of the act"—here he would follow through—as perfectly as may be, leaving the result to the ordering of things—the related system in which clubs, muscles, and turf all play their appointed part. Perhaps once a week we should play a round of self-examination. Perhaps a sliced shot would do for us what

"A fancy from a flower bell, someone's death"
A chorus ending from Euripides"

have never done.

We are too anxious to hit the ball. We hurl ourselves at it, swinging too fast, chopping down on it, dragging the arms across, swinging the shoulders round, and destiny, so indifferent to our badly-aimed intentions, mocks us with the divot of desperation, or sneers with the dice of contumely. In golf as in life, faith and works must be combined. Ease of swing, freedom of wrist can only be achieved as an act of faith. The clutch of apprehension will tighten the grip, the fast back swing of impatience will lose control, the fierce downward sweep of impetuosity, the lifted head of anticipation will, by the law of reversed action, bug lift the ball into the bunker of blasted hope. Not thus can we deal with the opportunities of the fairway and the problems of the rough. Sermons in stones forsooth. These are vague, impersonal, soothing. But if you can face fierce hometruths, attend ye to the terse whispers of the little ball.

ADVERSITY AND DIGNITY

This inquiry has no interest for those who habitually use profane words to call attention to remarks otherwise not specially worthy of note. Their psychology is simple and their outlook crude and raw. But I have been analysing very carefully the problem of the golfing expletive—psycho-analysing it in fact. The real question is why people who can confront real adversity with dignified and worthy utterance break into malicious comment at the antics of a little ball. Why do the dark clouds of reprobation, and the blue mists of wrath so readily gather round such a small sphere. Laughter, we are told, always has in it an element of surprise, and the same is true, we believe, about the sincere and spontaneous as distinct from the habitual and insignificant curse. The damn of disappointment has a further well-defined psychological characteristic. It is reflex. It is not a reasoned summary of the situation. It shoots volcanically to the surface from hidden depths, often leaping as an obstacle of no account, even the dog-collar of circumspection. It is a striking example of our old friend, the exploded repression. But how, in the last-mentioned type of occurrence, did it get into the sub-conscious at all. Psychologically the explanation is obvious. Not by our saying it in the past, but by our not saying it. Situations in which it suggested itself have been met with dignity and self-restraint. The word has been repressed. Now it represses itself upon us, lip-past the sentinel of consciousness, and puts us to shame before the innocent children who carry our clubs. But what is it, for we must probe the matter to the depths, that hurls from his post, the sentinel of circumspection.

THE ANTIDOTE

Expletives do not wait for our dreams. These things happen in broad daylight, in the waking hours. The answer to our question must be surprise. We make the shot with a picture in the mind. We can hear the clean click, we can see the ball soaring through the blue and running forward light-heartedly on the green. So clear is the image that it is completely convincing, as a definite pledge, and most vivid prophecy of reality. Then the actuality—a gash in the fairway—and the ball sickly trickling a few yards half right. Just as humour is the detection of the unexpected resemblance of incongruous ideas, swearing is expression of the shock of contradiction between a preconceived and an actual event. Psycho-analysis having revealed the nature of the problem, may be expected to give some hints as to its solution. Conscious repression is, of course, useless. For one thing consciousness of conscience has no time to operate at all. The word has left us before we can deliberate. The moral judgment is left face to face with a "fait accompli." Any attempt at repression

will, by the law of reversed action, only make matters worse. Now all we can hope to do is to alter the word. Let the beginner practise saying "tush" at the end of every shot. He will find that in the case of good ones surprise will strike him dumb, and thus his silence will appear more seemly than the usual pitiful appeal for applause. As his strokes grow better his silence will become more frequent. They will be the habitual accompaniment of success, just as his blameless word will naturally mark a reversion to the earlier type of play. The asterisk of astonishment will by this means naturally reserve itself for really great occasions, when silence would be hypocrisy. Thus with a little aid from the new psychology any beginner can play in a mixed foursome without risking the vain bursting of a blood vessel or tarnishing the family shield.

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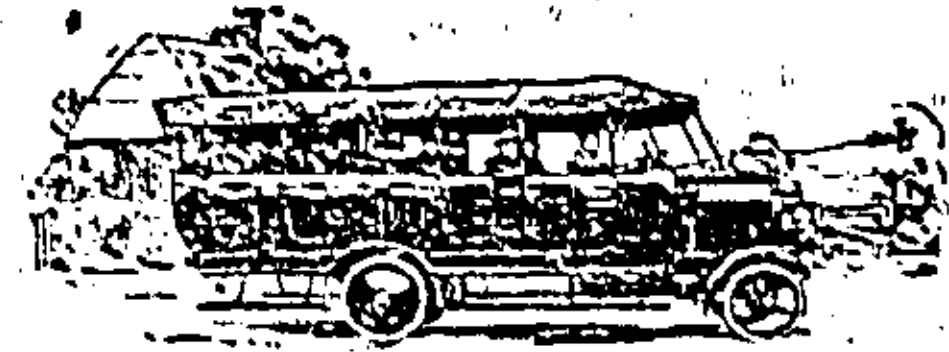
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SEA-GRASS and RATTAN FURNITURE
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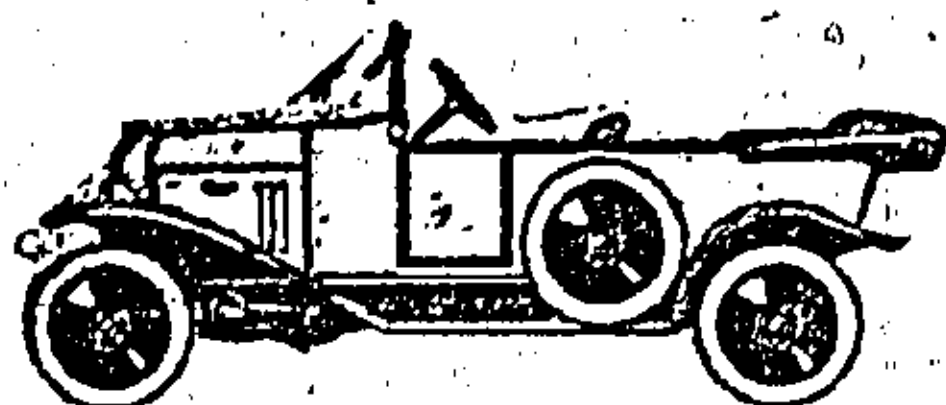
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LORD KELVIN GOLD MEDAL FOR PROF. THOMSON.

Professor Elihu Thomson, one of the founders of the General Electric Company, U.S.A. and the British Thomson-Houston Company and among the world's most eminent electrical engineers, has been awarded the Lord Kelvin gold medal and will go to England during the coming summer to receive it.

The award was made by British and American Engineering Societies acting jointly. It is awarded every three years as a mark of distinction and for excellence in original research work in engineering. Prof. Thomson is the first American to receive this honour.

Prof. Thomson has been granted about 700 patents in the United States. His inventions in dynamo-electric machinery, electric welding, watt-hour meters, lighting apparatus and magnetic arc extinguishers are fundamental. He was a pioneer in arc lighting, and innumerable electrical devices have been improved through his work.

He has received the honorary degree of Master of Arts from Yale; of Doctor of Philosophy from Tufts; and of Doctor of Science from Harvard, and has been decorated as Chevalier and Officer of the Legion of Honour of France. For his achievements in the electrical field he was awarded the Grand Prix at the Paris Exhibition of 1889 and 1900 and the St. Louis Exposition of 1904. He was president of the American Institute of Electrical Engineers in 1889 and the first recipient of the famous Edison medal. Prof. Thomson is a member of various British and American scientific and professional societies.

MONEY IN PLANTS.

A writer in a Home paper says:—

A firm of Scottish seed-men have just sold a small quantity of seed of a new oat at a price which works out at £562.623 per ton.

Obviously the financial possibilities of producing new varieties of plants are worth considering. True, hybridising is a life-long study, and requires special gifts and immense patience. But the rewards are certainly great.

Take the potato. Twenty-one years ago a new disease-proof variety, the "Eldorado," came first upon the market, and six tubers weighing in all just 5oz. were sold at auction. They realised £36 3s. 8d. One tuber that weighed only half an ounce made nine guineas.

"Evergood," an extraordinarily prolific variety which produced from 14 to 18 tons an acre, sold at five guineas a pound, and for another new disease-proof variety £70 a pound was refused for the first seed potatoes marketed. At that date the standard price for pure gold was only £40 14s. 6d. per troy pound.

For seeds of a new scarlet glloxinia a price of £900 per ounce was given a few years ago. In Ceylon, where cinchona (producing quinine) is largely grown, £200 an ounce has been paid for a single ounce of seed of a new variety.

A new carnation finds a ready market. The French grower who produced the "Fiancée" sold it to a Chicago dealer for £2,000. Yet such a price is not excessive when you are told that its inventor spent twelve years before he perfected the flower.

Thomas Galvin, who was responsible for the Lawson "Pink of Perfection," received from T. W. Lawson the hitherto unheard-of price of £6,000 for his stock of the new flower. Two thousand pounds were given for the "Flamingo," the carnation first shown by a Middlesex grower at the Royal Botanic Society's Show.

Eight years of patient work in hybridising gladioli resulted in the productive of "Gloria of Noordwijk," one of the largest and most beautiful of gladioli. The inventor sold two pounds of the new bulbs for £1,800.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, in their report dated Saigon, March 25th, state:

Since last week, the position of our market has remained steady with a slight upward tendency, induced mainly by the rise of the Hongkong market involving some sales. Paddy arrivals at the mills continue to be very scarce, and native holders keep their stocks in the certainty of getting better prices in April-May.

Few transactions have been made on Europe owing to the considerable rise of sterling. Neighbouring countries have remained in expectancy and Japan, which had started buying, stopped purchases.

A few operations have, however, taken place with Cuba and have resulted in strengthening our market.

The total amount of rice exported from January 1st to March 10th is: 298,334 tons against 234,671 in 1923.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$8.45 per picul, i.e. b. Saigon, for April-May shipment.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS:

APRIL 8th, 1924.

Hongkong and Shanghai	\$1.165 b.
Union Insurance	\$244 s.
H.K. & C. M. Steamboats	\$354 s.
"Star" Ferries	\$283 s.
Langkat (Combined)	Ts. 27 b.
Kowloon Wharves	\$164 s.
Whampoa Docks	\$140 s.
Shanghai Docks	Ts. 95 s.
Hongkong Land	\$114 s.
Humphreys Estate	\$24 s.
Two Colours Mills	Ts. 11.30 b.
Cement	\$32 s.
China Provident	\$17 (old), \$8 (new) b.
Dairy Farms	\$251 s.
Watsons	\$254 s.
Hongkong Trams	\$230 s.
Peak Tramways	\$193 s.

b.—buyers; s.—sellers; ts.—sales.

PASCALL'S SWEETS AND EASTER EGGS.

A Large Assortment

Just Landed.

BLUE BIRD CAFE

CHINA BUILDING.

British trade, commerce, and finance are progressing as if nothing had happened.—*Mr. J. H. Thomas, M.P.*

We are now travelling on the old road on which Europe travelled before the last great war.—*Lord Grey.*

To judge from to-day's speeches the Red Flag is not red, but a very pale pink.—*Mr. Neville Chamberlain.*

Can it be said now, as it was in the past, that English land is the best of all securities?—*Mr. D. T. Thring.*

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It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping lock into their seats through the medium of heavy springs, etc.

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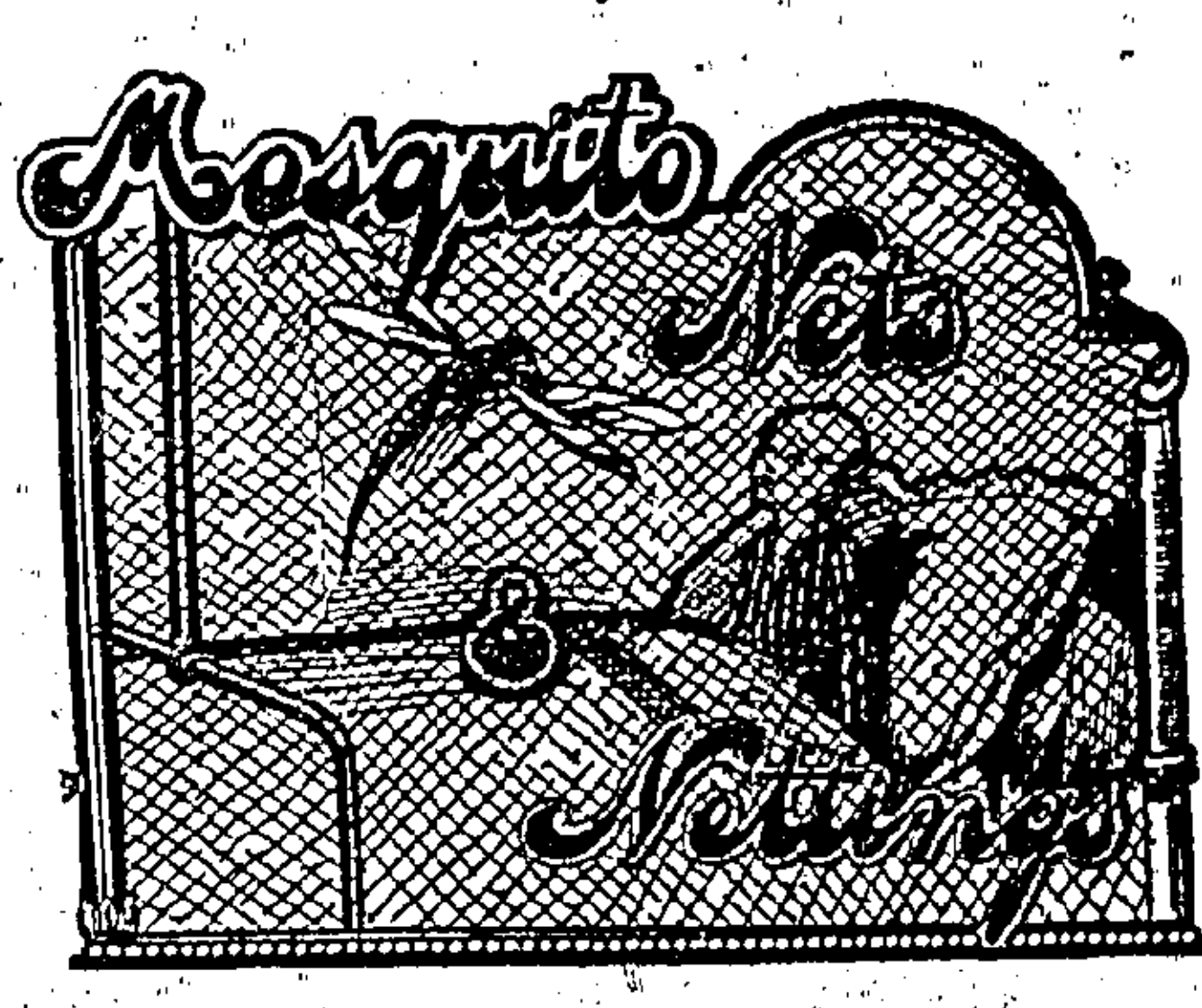
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TERMS CASH.

THE WASHINGTON NAVAL TREATY.

OFFICIAL INFORMATION.

The following items are taken from reports of the proceedings in the House of Commons last month:—

JAPAN'S LOWER NAVAL ESTIMATES.

Lieutenant-Commander Kenworthy asked whether the Japanese Naval Estimates had been reduced since the earthquake.

Mr. Ammon: Yes, sir, by approximately £5,380,000 at the par rate of exchange. The completion of the building programme will, as a result, be retarded by one year, that is, to be completed by March 31st, 1925, instead of by March 31st, 1924. Supplementary Naval Estimates will, however, be demanded for approximately £18,000,000, spread over several years, for reconstruction of naval establishments damaged by the earthquake and fire.

Lieut. Comdr. Kenworthy: Will this affect our British shipbuilding programme in any way?

Sir Page Croft: May we take it that there will be no reduction in our programme?

Mr. Ammon: Our own programme is built up without regard to anybody else. (Cheers and laughter.)

LIGHT CRUISERS IN 1925.

Viscount Curzon (C., Battersea, South) asked for comparative figures of the cruiser position in 1925, including no ship over fifteen years of age.

Mr. Ammon: It has been proved by experience that in the case of light cruisers one year's war service should count as two years' peace service. On this basis in 1925 the British Empire will have 28 light cruisers under fifteen years old built and none projected, the United States of America 10 built and 8 projected, Japan 19 built and 8 projected, France 4 built and 6 projected, and Italy 1 built and 3 projected.

NAVAL STRENGTHS.

In a written reply to Lieut.-Colonel Sir Frederick Hall, who asked the present effective battleship strength in tonnage of Great Britain, France, Italy, the United States of America and Japan, and the approximate figures by the end of 1925, if the present naval programmes are adhered to.

Mr. Ammon says that the strength in battleships and battle-cruisers is governed by the terms of the Washington Treaty, Chapter 2, Part 1: The figures at present are:—

	Battleships.	Battle Cruisers.
	Tons.	Tons.
Great Britain	18 of 457,750	4 of 122,700
France	9 of 184,420	nil
Italy	7 of 133,070	nil
U.S.A.	18 of 225,450	nil
Japan	6 of 191,320	4 of 110,000

There will be no change at the end of 1925.

COFFIN AS A WEDDING PRESENT.

UTRAGEOUS PRANK PLAYED UPON MISERLY FARMER.

The following story is taken from the *Peking Daily News*:—

A coffin and all its attendant paraphernalia for a wedding present are surely a novelty. Hsiang Chung Yung, a well-to-do farmer, was popularly known among his neighbours as a Chinese Jew or rather a Jewish Chinese. He was a miser, and more than this he was always trying to get something out of others. His second son's wedding was fixed on Wednesday. Needless to say it was a joyous occasion for the whole family. To their surprise, however, eight bearers brought in a coffin with a note clearly addressed to Mr. Hsiang, the father of the family. This was shocking. Without reasoning, Hsiang slapped the headbearer on his face. Being eight in number, the bearers naturally demand an explanation for the assault. It was found out that the previous day, a certain gentleman who called himself young Hsiang went to the coffin shop and picked out one at a cost of \$40. He paid two dollars deposit and told the shop to collect the balance on delivery. He also left a note clearly indicating the address where the coffin should be sent to. Taking it as real business, the bearers brought along the coffin at the appointed hour. Scarcely had this controversy been settled when there came another group of coolies who as a rule were indispensable in any funeral procession. They told the same story saying that they had already received a part of their pay. By sunset another man came with a whole set of paper clothes. And the scene culminated in the arrival of seven monks with all their accessories. Hsiang and his sons were mad about this outrageous prank. In each case they had to pay a few dollars in order to settle the matter. The mischief maker is yet to be discovered.

The latest department to be added to the steadily expanding business of Messrs. Lane, Crawford, Ltd., deals exclusively with gas heating, cooking and lighting appliances. Thus, those interested can inspect in the centre of the shopping district modern heating and lighting devices and at the same time obtain expert advice as to the cost of installation and maintenance. This has been made possible by an arrangement between Messrs. Lane, Crawford and the Hongkong and China Gas Co.

SINGAPORE TRAMWAYS SCHEME.

A new scheme for the reconstruction of the Singapore Electric Tramways Company was to be considered at meeting to be held in London on March 20th. This company was registered in 1903; its only dividends, following a drastic capital reorganisation in 1913, have been small payments made in 1916 and 1917. It has outstanding £271,700 of Five per cent. Debentures, interest on which is in arrears since 1921. The company, which owns a tramway system in Singapore and supplies the municipality with electricity, has suffered seriously from the continued operation of the power contract entered into with the municipality in 1913, the charges under which have remained virtually static in the period of high prices ruling since. The scheme now proposed is contingent upon the cancellation of that contract, and negotiations to that end and for the substitution of a new contract are well advanced. Indeed, an agreement in principle has been reached. The scheme proposed, as was stated some time since, involves the formation of a new company, to be managed by the Shanghai Electric Construction, Ltd., and to be called the Singapore Traction Co. The new company will have a capital of £400,000, half in Preference shares, which, together with £100,000 in Ordinary shares, will be allotted to debenture-holders. The present Ordinary shareholders will receive 50,000 Ordinary 4s shares in the new company, in the proportion of one new share for every eight old shares of 5s. each. The new company will obtain fresh capital by an issue up to £250,000 of Debenture stock.

JAPANESE EARTHQUAKE CLAIM.

As it is understood that claims in connection with the Japanese disaster are now being presented, says a London paper, the Committee appointed by Underwriters draw attention to the memorandum published in Confidential Pink List No. 3735 as under:—

The Committee appointed by Underwriters to make arrangements for the investigation of claims, report that various expenses have been incurred. Certificates given by Underwriters' representatives in Japan are issued upon payment by consignees of a fee covering survey and certificate, but that amount does not include the cost of calling clerical assistance, printing charges, travelling and other necessary expenses.

It is proposed to collect from Underwriters a fee of 1 per cent. on claims presented and paid, and Brokers are requested to collect this fee, which should then be remitted to the Salvage Association with particulars of the settlement. Companies settling claims direct to their assured are requested to follow the same course.

Claims presented in Japan and found not recoverable on facts ascertained, involving expense and trouble to the Local Committee, will be specially assigned by the Salvage Association.

SPORT.

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

P. YVANOVICH v. K. K. LEUNG.

The above match in the Open Billiards Championship of the Colony was played last night when Yvanovich defeated Leung by 142 points in a game of 1,000 up. The highest breaks were:—P. Yvanovich: 31, 26, 25, 38, 22, 44, 31, 33, 51, 22. K. K. Leung: 22, 26, 22, 42, 42, 45, 21, 21, 26, 28, 20.

GOLF.

The Captain's Cup Competition at Fanling on April 5th was won by J. L. Dowrick 90—16-74, who not only qualified for Captain's Cup, but wins the Silver button and also the pool.

CRICKET.

The following will represent the Hongkong C.C. against the Navy on the Club ground at 2.15 p.m. on Saturday, the 12th inst.:—T. E. Pearce (capt.), Col. E. D. Matthews, Rev. T. B. Powell, E. J. R. Mitchell, H. Over Hughes, E. G. Lunnmet, D. E. Wahl, G. R. More, L. D. McNeill, E. C. Hagen, and F. N. Young.

"PARTED CURTAINS" AT THE CORONET.

There comes to the Coronet Theatre this evening a picture that presents romance, humour, pathos and adventure skilfully blended into one artistic whole. This picture is "Parted Curtains," the latest feature production from the famous Warner Brothers studio. After serving seven years in jail to shield a friend, an educated young man starts life anew only to find that destiny is against him in the implacable theory "Once a crook always a crook." Brought to the verge of desperation, he finds a toy gun dropped by a child. With this he attempts to hold up a wealthy artist. Just when it seems he will be successful he crumples up in a heap through sheer weakness. This dramatic incident marks the turning point in his life, and hereafter he finds himself the central figure in a romance of love, treachery and sacrifice, staged amid the beauty of society and the slums of New York. Here it is that the four elements enumerated above come in to make an engrossing and essentially human story. With the leading roles in the capable hands of Henry B. Walthall and Mary Alden, the acting leaves nothing to be desired.

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1924

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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

GODFREY THOMAS,
(Private Secretary.)

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KOWLOON AFFAIRS.

ACTIVITIES OF THE KOWLOON RESIDENTS' ASSOCIATION.

TRAFFIC CONTROL.

At the monthly meeting of the Committee of the Kowloon Residents' Association a letter was read from the Hon. Captain Superintendent of Police on the subject of traffic control, this being a reply to representations which the Committee had previously made. In the course of his letter, the Hon. C.S.P. pointed out that the difficulties of traffic officers, both European and Asiatic, were greatly increased by the fact that European residents, particularly, appear to resent the action of traffic officers should it entail stopping vehicles in which they are travelling. He further pointed out that the action of pedestrians in walking in the middle of the road was very dangerous and one that mitigated against effective traffic control. Pedestrians as a whole are offenders in this respect, and it would greatly assist the police if pedestrians would make a point of using pavements where such are provided.

The Committee decided to give publicity to the Hon. C.S.P.'s statement (through the courtesy of the local newspapers) and to appeal to all Kowloon residents to make efforts to assist rather than thoughtlessly hamper the work of traffic officers.

A SPECIAL FERRY SIGNAL WANTED.

A letter was received from the Government stating that it would not accede to the Association's request to provide a special distinguishing signal in typhoon weather to indicate that the ferry services have been suspended. As the Committee were of opinion that great benefit would accrue to residents by not having to journey to the ferry wharf in typhoon weather before being able to ascertain whether ferry services have been stopped or not, it was decided to seek the co-operation of the Star Ferry Company and the China and Japan Telephone Company whereby residents with telephones could be able to learn from the telephone exchange information regarding the suspension and resumption of ferry services. The Hon. Secretary was instructed to write accordingly.

THE PIRACY QUESTION.

An invitation was received from the Consultative Reform Association to join with it in holding a public meeting for the purpose of adopting a resolution expressing the feeling "that strong and prompt steps should be taken by H.M. Navy in close co-operation with local Chinese Authorities to exterminate the pirates which infest the neighbourhoods of Bias Bay and the Canton River Delta."

After very full consideration the Committee came to the conclusion that the question of piracy was outside the scope of the Association and that little of practical use could be contributed by it to the discussion of a subject which has already engaged, and it still engages, the attention of the Government, the Naval Authorities, the Hongkong General Chamber of Commerce, the combined Engineers' and Officers' Guilds, shipping firms, etc. The invitation was, accordingly, declined.

THE MENDICANT NUISANCE.

Complaints were received from a number of Committees regarding the increasing number of mendicants who frequent the streets of Kowloon, more particularly in the neighbourhood of St. Andrew's Church on Sunday mornings.

It was decided to write the Hon. C.S.P. soliciting action in the matter.

BETTER STREET LIGHTING WANTED.

It was further reported that the gas lighting of Nathan Road and adjacent thoroughfares has been very indifferent, of late, notwithstanding the fact that additional lamps and now and more powerful burners have been installed in Kowloon at a fairly recent date.

The Hon. Secretary was directed to write the Government on the subject.

Several other interesting matters were dealt with.

THE "TAI LEE'S" GRILL LOCKS.

A FOKI WITH NEWLY-MADE KEYS.

We have been authoritatively informed that a complete set of newly made brass keys fitting all the grill locks of S.S. Tai Lee were discovered yesterday on a foki in the employ of the comprador of that ship. Owing to the frequent changes of officers it is impossible to prosecute, but the discovery of these keys furnishes an illuminating example of the uselessness of any form of control when such things are allowed to happen. The ship will not be allowed to sail until all the locks have been replaced.

THE SANITARY BOARD.

NEED FOR NEW HEALTH DISTRICTS.

A meeting of the Sanitary Board was held in the Board Room, Post Office Building, yesterday, Mr. N. L. Smith presiding.

FURTHER HEALTH DISTRICTS NEEDED.

Dr. W. V. M. Koch, pursuant to notice given, moved that "In view of the rapid increase of Urban areas in districts which were formerly Rural, this Board is of opinion that further Health Districts are necessary, and the present ones re-arranged with the provision of additional staff." He said that when a city became overcrowded, new areas had to be taken in. This was what had happened here. New lots had been sold for building purposes close to the confines of the city. These lots were outside the Board's practical sanitary control. The object of the motion, added Dr. Koch, was to regularise the matter and put these outside areas under the same control as the city itself. He agreed that if the sanitary areas were re-arranged a larger staff would be required; and he thought the Board would be justified in asking for additional men, particularly another Assistant Medical Officer of Health.

Mr. ALABASTER seconded the motion. He would, he said, like to see the whole Colony divided into health districts, as in his opinion the functions of the Health Department should not be confined to a few crowded districts.

The Chairman said he could not accept the motion as it stood, as it would convey an accusation "that they were not keeping pace with the needs of the Colony, and a reflection on the Board as to its activities in the past. In regard to the suggested redistribution of health districts, Mr. Smith pointed out that until 1920 there were only three such districts in Kowloon, Sham-shui-pu and Kowloon City were rural districts. In 1920, however, these areas were created into health districts, and could be said to cover the ground as far as the foot hills behind Kowloon. In regard to the Hongkong side, the Department's boundaries were more or less set until 1921. Then Shaikwan was added, and the district now has a sanitary inspector. From the 1st January of this year, Aberdeen was also included as a health district. The Chairman submitted that they were keeping pace with the spread of the city. In 1915 there were 30 inspectors; in 1920, 33, and the number had increased year by year until now there were 40.

The MEDICAL OFFICER OF HEALTH confirmed the Chairman's statement regarding the growth of the Health Department personnel.

Dr. Koch said he was glad to receive the Chairman's explanation and added that he would withdraw his motion.

Dr. Koch then asked, pursuant to notice previously given—(i.) "What steps are taken for the inspection of meat sold in markets in Rural areas—as in Aberdeen and Shaikwan? (ii.) Are the Sanitary Inspectors in such districts qualified meat inspectors?"

The CHAIRMAN replied, in regard to (i.) that the same procedure of inspection was adopted at the markets mentioned, as at other markets, and periodical inspections were held there as elsewhere. The answer to (ii.), he said, was in the negative. At Aberdeen the present rural inspector had no qualification as a meat inspector whatever. The certificates granted to inspectors of Nuisances, such as were held by all Inspectors, asked for a knowledge of the inspection of slaughter-houses, a knowledge of good and bad food and the inspection of food.

No other business of public interest was transacted.

RETURN TO SHANGHAI.

ECHO OF MURDER TRIAL.

Mrs. Rowarth and Mrs. Davis, her daughter, were returned to Shanghai yesterday morning per the S.S. Sunkang. Mrs. Judith Rowarth was sometime ago tried in H.M. Supreme Court at Shanghai on a charge of attempted murder and acquitted. More recently an acquaintance named W. H. Goulbourn, was arrested and charged with having committed perjury in the Rowarth trial, and further, that with others not yet in custody, he conspired, together with Cecilia Sequeira, a Portuguese subject, to defeat the ends of justice by keeping a material witness in hiding and from appearing at the trial of Mrs. Rowarth. Last Sunday (as reported in Monday's Daily Press) the two women were handed over to the Hongkong Police by the Macao authorities, and were kept under official observation until they sailed yesterday.

CORRESPONDENCE.

ST. ANDREW'S HALL.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Sir,—Doubtless it was extremely stupid of me to feel disappointed when, after hurrying over from Hongkong at 5.30 p.m. yesterday to the vicinity of St. Andrew's Church, I found no sign of Mr. Ore's concert, which I had anticipated with so much pleasure. All I would ask is whether the City Hall, quite short, would not serve in advertisements of this description and be less liable to mislead a possibly inattentive public.—I am, yours, etc.,

OPIAT.

April 8th, 1924.

FILIPINOS AND INDEPENDENCE.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Sir,—In one of your issues of last week there appeared a statement to the effect that at present there is a general boycott of American goods in the Philippines by Filipinos, and that President Quezon, of the Senate, initiated the movement by getting rid of all his motor-cars. Last it may cause a serious misunderstanding let me tell you that the said story is absolutely false. American imperialists are undoubtedly the author of such a gigantic lie, and it can be considered as one of the numerous false and malicious reports calculated to discredit our campaign for freedom.

We do not resort to such tactics in order to get our independence. We love America and we love American goods. No sane Filipino would ever attempt to organize such a movement.

What we are doing now is constantly reminding America of her promise, yet unfulfilled. She promised us our liberty under a certain condition. We have fulfilled that condition. She is now morally obliged to fulfil her part in the contract. We want to warn her against too much delay in granting freedom because God himself may take a hand, as He had done with others, and give us liberty in His own inimitable way.

The burning question now before humanity's tribunal is, will America be deaf to our pleas? Will America, the attorney for the defense of small and weak nations, be the prosecutor for the martyrdom of her own colony, the Philippines? Will America, the liberator of Cuba, be the oppressor of our Philippines? That is one of the greatest questions now under Heaven.—Very sincerely, CARLOS T. VINIEGRA

(Asst. Secretary, Third Independence Mission to America).

Hongkong, April 8th, 1924.

[The publication of a report of a boycott of American goods in the Philippines by Filipinos is wrongly ascribed to the Daily Press by our correspondent.—Ed.]

YAUMATI SHOOTING AFFRAY.

THREE DEFENDANTS AT THE MAGISTRACY.

The Magistrate's hearing of what is known as the Yaumati shooting affray will be continued before Mr. R. E. Lindell today. Three of the men are charged with robbery and the illegal possession of arms whilst one of them is also charged with shooting at the police with the intention of avoiding arrest.

Full particulars of the shooting in and outside 306, Canton Road (the scene of the affray) have already been outlined in the Daily Press, and were related by Mr. T. M. Hazlerigg (acting Crown Solicitor) in outlining the case for the prosecution at the first hearing on Monday.

O AND/OR A RARE MOSQUITO.

"One of the most interesting discoveries in local entomology has recently been made relating to an extraordinarily large species of mosquito, which in its larval stage feeds upon the larvae of other mosquitoes, and by reason of the fact that as an adult it is a vegetarian, is thus beneficial to mankind."—vide local Press.]

In days gone by Mosquitoes I supposed beyond the pale: To invade against their species I was never known to fail: The Culex and Anopheles with vigour I would swat, And reduce the Fasciata to a splogy sort of blot.

For Maurice, the Mosquito, I could never deem a friend: I rejoiced when I could bring him to a synopacated end. His intimate carresses were connected in my mind With malarious affections of a disconcerting kind.

But now investigations of our local Lo Shu Wong Have shown to me conclusively that I have got it wrong: A worthy friend of mine has proved that poor old Maurice can Come sometimes as a boon and as a blessing unto man.

His sur-name's "Megarhinus." Of a bluish purple shade, His length is half-an-inch. (It quite escapes me what he weighed.) But four of him in thirty-nine short hours are twenty-three: Of smaller sorts of larvae—which sounds pretty good to me!

When fully grown, you ask me, is he not a savage beast? Professor Stitt will answer that he is not in the least. His proboscis—that's the trunk-thing that he wears upon his face—Is curved, to sip the honey from the flora of the place.

Oh! most volcanic Larva, if you'll come and stay with me In my little wooden Shik-O hut, how well-fed you will be; And when advancing age has checked your flesh-consuming powers I'll square the Country Club to let you eat their pretty flowers!

E. W. H.

THE MALE VOICE CHOIR.

CONCERT AT THE HELENA MAY INSTITUTE.

Under the able conductorship of Mr. S. Collett the Hongkong Male Voice Choir gave a delightful concert at the Helena May Institute last evening, which was attended by a large number of members of the Institute and their friends. The Choir was particularly good especially in the softer melodies not requiring any great exertion of voice production. Thus in the part songs "Serenade" (Busse), "O Peaceful Night" (German), "In Absence" (Dudley Buck), the blending of the voices was excellent. They were also good in the brighter pieces such as "Beleaguered" (Sullivan), "Rolling down to Rio" (German), and the "Song of the Jolly Rodger" (Chadleigh Candish), but in the louder passages, the voices did not blend so pleasingly as in the gentler pieces, and an inclination to harshness was noticeable.

The programme comprised several solos. Mrs. Douglas Reid was deservedly cheered for her rendering of "Who is Sylvia?" and she obliged with a delightful little song, entitled "At the Window." Mr. W. C. Abrams was to have contributed two violin solos, but he is unfortunately indisposed and in hospital. Good substitutes were, however, found in Mr. W. Gill, who was much applauded for his interpretation of the monologue "The Saint and the Sinner," and by Mr. and Mrs. Collett, who sang a happy little duet from Tom Jones: "Love is meant to make us Glad" (German), and in response to a call for an encore they obliged with "Nearest and Dearest" (a Tuscan folk song by Luigi Caracalolo).

The proceeds were in aid of the Fresh Air Fund.

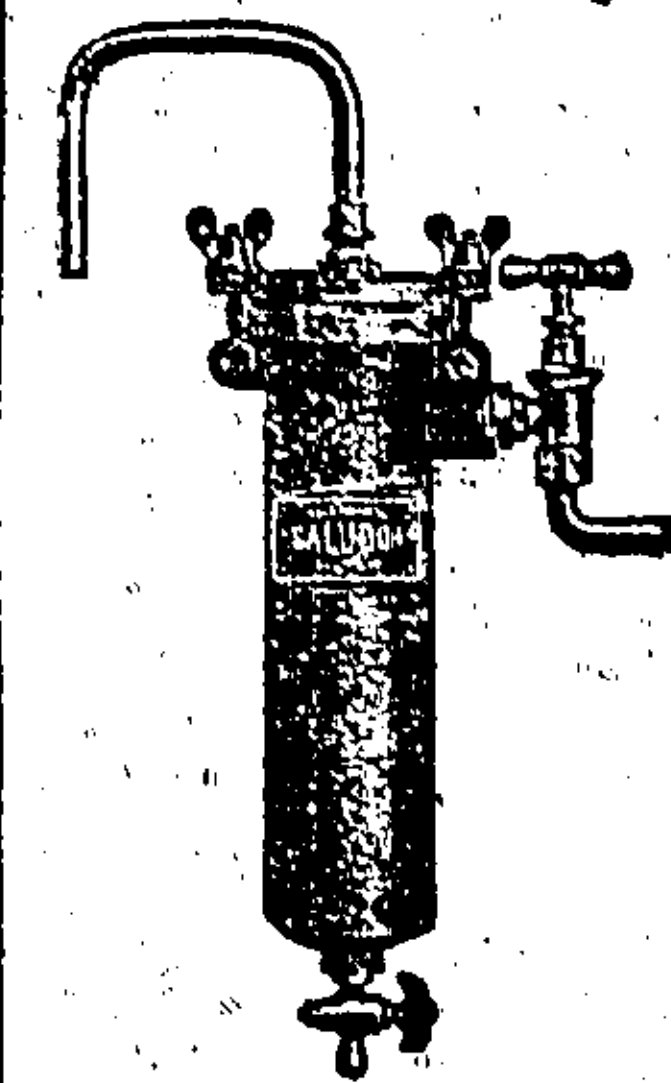
A HONGKONG REMINISCENCE.

DEATH OF JOHN GRANT IN PRISON.

Many of the Colony's residents no doubt recall John Gordon Grant, who, a few years previous to the War, became a notorious character in Hongkong. He has just died at Parkhurst Prison, whilst undergoing a sentence of five years' penal servitude passed on him at the Lancaster Assizes, Manchester, on November 20th, 1922. Forgery was his last crime.

Grant came to Hongkong from the Straits and Siam, where, it is believed, he got into trouble. Here he posed as a civil engineer, and obtained a temporary position in the Public Works Department. On three occasions he appeared at the local courts, and twice was acquitted. The third time proved, for him, unlucky. Charged with having stolen, forged and uttered a cheque, he received seven years' imprisonment. This term he never completed, being pardoned. He then went to America, and was engaged in his fraudulent and criminal activities. When the War broke out he was serving a term in Sing Sing, but was released on condition that he joined the military forces. This he did, and for some time served as a Captain in a Chinese Labour Corps. Upon demobilisation he again struck the crooked trail, and after "doing time" in Scotland, was convicted of forgery and sentenced to the term of imprisonment he was unable to complete. Grant was born in Banffshire, and came of respectable farmer stock. In common with his class, he received an excellent education, and had, as many may recall, a pleasing manner.

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3367 BROKEN HEARTED MELODY WALTZ

HULA-HULA ROSE WALTZ

LEO CHERNIAVSKY (Violin Solo)

JAN CHERNIAVSKY (Pianoforte Solo)

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PITMAN'S SHORTHAND.

AT THE ITALIAN CONVENT, 25, CAUSEWAY, A Course for Beginners, starting on the 15th INSTANT. Theory and Speed Classes proceeding.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 14th day of April, 1924, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Area	Approx. Value
1	Lot 1, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
2	Lot 2, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
3	Lot 3, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
4	Lot 4, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
5	Lot 5, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
6	Lot 6, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
7	Lot 7, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
8	Lot 8, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
9	Lot 9, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000
10	Lot 10, bounded on the North by the Kennedy Road, on the South by the Kennedy Road, on the East by the Kennedy Road, and on the West by the Kennedy Road.	1,000 sq. ft.	1,000

S.S. "CHAMBERLAIN"

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NOTICE.

CONSIGNEES of Cargo from MARSEILLE, S.S. "CHAMBERLAIN" in connection with above steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks in the godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whose delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the undersigned, Goods remaining unclaimed after the 14th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th instant, or they will not be recognized. All damaged packages will be examined on Monday, the 14th instant, at 10 A.M. by Messrs. Gifford & Douglas.

No Fire Insurance has been effected.

R. BODFUSSE, Acting Agent.

Hongkong, 8th April, 1924.

NOTICE OF REMOVAL.

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD., has this day TRANSFERRED its office to No. 11 QUEEN'S ROAD CENTRAL (2nd Floor), (Entrance: 1st House Street).

L. S. GREENHILL, Acting Secretary.

Hongkong, 7th April, 1924.

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 23rd January, 1924, together with relative Transfer Deeds, attached, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the date hereof no Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD., EDWARD B. RAYMOND, Secretary.

Hongkong, 3rd April, 1924.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Office of Messrs. SHAW, TAYLOR & CO., 25, CAUSEWAY, on THURSDAY, the 10th day of APRIL, 1924, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.

By Order of the Board, S. COURTNEY COOK, Secretary.

Hongkong, 27th March, 1924.

NOTICE OF REMOVAL.

THE OFFICE of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd Floor), to which Address all Correspondence should be directed.

Hongkong, 18th July, 1923.

INTIMATIONS

FOR SALE.

3,000 H.P. POWER PLANT.

THIS Plant consists of the following, all in Working Order, having just recently been in Full Use:

(A) Four "Mond" Gas Producers capable of generating 400,000 cubic feet of Gas per hour of 140 B.T.U. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blower Motors, Piping, etc., Coal Elevator and Charging Plant.

(B) Two "Cockrell" Horizontal Cylinder Engines, 1,000 H.P. each and Two same type 2-cylinder Engines of 500 H.P. each, all the above made by Richardson Warrington & Co., England. Engines complete with Air Starting Plant, Electric Ignition, Water Cooling Pumps and Motors, Turning Gear, etc.

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For further particulars, apply to—Messrs. BUTTERFIELD & SWIRE, Agents, The TAIKOO DOCKYARD & ENGINEERING CO., OF HONGKONG, LTD., Hongkong, 24th March, 1924.

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Phone 616.

DEATH.

SIN TAK FAN, J.P.—At his residence, No. 21, Robinson Road, on April 8th, Mr. SIN TAK FAN, J.P. Date of Funeral to be announced later.

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, April 9th, 1924.

THE GOVERNMENT'S DEFEAT.

THE prediction that Mr. RAMSAY MACDONALD's Government was going to have a "very warm time" over the legislative proposals, embodying frankly Socialist doctrines, that were placed on last week's agenda of the House of Commons, was amply fulfilled on Monday when it suffered defeat twice—once on the Evictions Bill, and again on a Treasury resolution relating to the validation of certain wartime charges. The last-named incident is apparently not a question of vital importance to the position of the Government, but the same can hardly be said of the adverse vote on the Evictions Bill, though Mr. CLYDE, Deputy Leader of the House, intimated last week that the Government would not treat a vote on the Evictions Bill as one of confidence, and Mr. RAMSAY MACDONALD himself made it clear in the House on Monday that he did not contemplate resignation if the Bill were defeated. The formal title of the "Evictions Bill" is "The Rent and Mortgage Interest Restriction Bill," which is designed expressly to prevent the eviction of tenants in circumstances which have created recently a good deal of disturbance, in Glasgow particularly. The MINISTER OF HEALTH in introducing the Bill last week, "vividly depicted the destitution in Glasgow due to unemployment." Women and children, he said, were starving, yet evictions for non-payment of rent were increasing, destroying family life and subjecting these people to treatment "worse than that inflicted on great criminals." No member of the House of Commons, of course, desires to see such conditions perpetuated. What the Opposition to the Bill objected to was the first clause of the Bill which prohibits

the ejection of a tenant for not paying his rent if the tenant is "unemployed, while no provision is made in the Bill for the relief of the landlord who suffers thereby. That is manifestly unfair, and was certain to provoke formidable opposition in the House. The PRIME MINISTER, late in the debate, offered the very inadequate excuse that the Bill had been hurriedly prepared at a time when the Government's hands were "uncomfortably full," and he added at this late stage that "the Government would gladly co-operate in relieving property owners of a burden which the community should share." Nothing has yet happened in the House since the Labour Government came into office to justify more than this does Mr. LEON GEORGE's amusing description of Mr. RAMSAY MACDONALD as "the principal aviator of Socialism," who had "spent most of his lifetime in displaying his skill amongst the great white clouds of Socialism," but who has become "quite a changed man since he joined the infantry and has had to trudge along Mother Earth carrying his burden." The PRIME MINISTER's declaration was a recognition of the grave injustice of the Bill, but it was open to the obvious retort made by Mr. ASQUITH that "to postpone the incidence of the cost of relief to a vague and remote readjustment of local and imperial burdens was trifling with the House." Though the attempt to force the Bill through the House failed by a very narrow margin, we imagine that this action by the Government will not assist its efforts to relieve the housing shortage which still remains acute in many parts of the country. During the past few years great efforts have been made to stimulate building enterprise, but if it is now seen that the Government is prepared to stand by the principle that so long as tenants are unemployed, landlords must be content to remain without any return upon their investments, it seems an inevitable deduction that the private investor will be more and more inclined to leave the provision of workmen's dwellings to be undertaken by the Government at the cost, and at the risk, of the nation. In its own interests the Government would be wise to rectify without delay this omission, for which "hurried drafting" has been pleaded as an excuse.

A disabled motor-lorry belonging to the Kwong Sang Hong held up the tram traffic at Causeway Bay for an hour yesterday morning.

The Hon. Manuel Quezon and the Hon. Sergio Osmeña, members of the Philippine Senate, are travelling on the *President Jackson* to the United States.

Lady Stubble, accompanied by Mr. Gaisford St. Lawrence, His Excellency's Private Secretary, returned to Hongkong yesterday by the s.s. *Haruna Maru* from Shanghai.

The Royal Geographical Society medals have been awarded, and amongst them the Cuthbert Peek Grant has been given to Mr. F. Kingdon Ward to assist him in his present journey in Tibet.

The Revenue Officers last week-end seized on board the s.s. *Shingmun*, just before she sailed, 10 Mauser pistols and 2,000 rounds of ammunition. The contraband was found among the cargo in the forehold.

At the Marine Magistracy, yesterday morning, five boatpeople were fined \$1 each by Lieut. Commander Conway Hake, R.N.R., for fastening their boats ashore during prohibited hours. All the defendants pleaded "Guilty."

It is understood that two men are to be charged at the Magistracy this morning in connection with the motor bus accident in the New Territories on Sunday last. Three of the passengers have already died as a result of their injuries.

Amongst the presentations in the General Circle at a levee held by H.M. The King at St. James' Palace on March 11th was Sir James Jamieson, K.C.M.G., on appointment to be a Knight Commander of the Order of St. Michael and St. George, who was presented by the Secretary of State for Foreign Affairs.

At an investiture held by the King at Buckingham Palace on March 6th, amongst those who received the honour of knighthood was Mr. Gershom Stewart. Another recipient of an honour was the Rev. Eustace Strong, who received the C.B.E. for his magnificent services during the Yokohama earthquake.

A Peking paper states that the Bank of China and the Bank of Communications are pressing the Government for the repayment of a joint loan of \$200,000 made to defray the expenses of the Chinese Delegation which attended the Washington Conference.

The cases of disease notified to the Medical Officer of Health last week were: Small-pox 13 (11 deaths); diphtheria, 1; enteric fever 3 (2 deaths); paratyphoid (fever), 2; cerebro-spinal fever, 2 (2 deaths). Six further cases of small-pox were notified on the 7th inst.

In Convocation at Oxford on March 6th, in the Divinity School, the Rector of Exeter, Pro-Vice-Chancellor, presiding, the degree of D.Litt., *honoris causa*, was conferred on Mr. Herbert Allen Giles, Hon. M.A., Trinity College, Cambridge, Professor of Chinese in the University of Cambridge. It is the first time that this University has given a doctorate *honoris causa* for knowledge of Chinese. Professor Giles' son, it may be pointed out, is also D.Litt. of Oxford.

WEDDINGS.

MOORE-BENSON.

A wedding of much interest to the European communities of Hongkong and Shanghai was solemnised at the Holy Trinity Cathedral, Shanghai, on April 3rd, when Dr. W. R. A. Moore, of the Medical Department, of the Hongkong Civil Service, was married to Miss Helen Margaret Benson, daughter of Mr. C. Benson, Lyne Regis, Dorset. The officiating clerymen were the Rev. T. W. Hall and the Very Rev. Dean Symonds.

The bride, who was given away by Sir Skinner Turner, Chief Justice of His Majesty's Supreme Court, Shanghai, was attired in a dress of blue silk marocain, trimmed with coloured lace. She wore a brown lace hat and carried a sheaf of white lilies. She was attended by two pages—Colin Paul and Roderick Moffatt—dressed in white sailor suits. The duties of "best man" were performed by Mr. W. A. Willis.

Later the newly-married couple left for Peking, where the honeymoon is being spent. The bride's going away dress was that worn at the wedding surmounted with a darker blue velvet cloth coat.

PURVES-FORSYTH.

Mr. David John Purves, for sometime Secretary of the Kowloon Residents' Association, and of the staff of Messrs. Jardine, Matheson and Co., Ltd., was married yesterday at the Union Church, Hongkong, to Miss Jean Andriewina Mair Forsyth, daughter of Mr. and Mrs. William Forsyth, of the Hongkong and Whampoa Dock Company, Ltd.

The bride, who entered the church on the arm of her father, was attired in a dress of white crepe marocain, trimmed with fine maline frills of lisse silver, the train detached from the shoulder being made of the same material and finished off with heavy silver lace. The bride looked perfectly charming in her illusion veil, with a crown of orange blossoms, and she carried a beautiful bouquet of lilies and white heather. She was attended by Miss Mary Hyde, assisted by flower girls, Pinkie Owen and Jimmie Burr. The bridesmaid's dress was lavender tulle with deep collar of silver lace, and hat of georgette lavender and silver ribbon. The flower girls' dresses were of white net frilled with touches of lavender and silver, and they carried Easter lilies with lavender and silver ribbon. Mrs. Forsyth wore a dress of soft silver grey moire, renaissance, trimmed with radium lace, with a hat to match, and carried a bouquet of pansies. Mrs. Purves's dress was a Paris model of cinnamon opera satin, trimmed with crystal and steel beads and finished off with a pretty belt of Egyptian style. She wore a hat to match and carried a bouquet of roses and sweet peas. All the dresses were made by Madame Flint. Mr. Andrew Mair, cousin of the bride, fulfilled the duties of "best man."

The Rev. H. Johnston, of the Kowloon Union Church, officiated, and Mr. Collett was the organist. During the service, the hymn, "O Perfect Love," was rendered.

A reception was later held at the Hongkong Hotel. The bride's going away dress was of light brown marocain erpe, with a coat to match in embroidered marocain, by Roeder, with a dainty hat to match.

OBITUARY.

MR. SIN TAK FAN.

We regret to record the death of Mr. Sin Tak Fan, J.P., which took place yesterday at noon at his residence, No. 21, Robinson Road. The late Mr. Sin Tak Fan was well known and highly respected in the Colony. He was particularly well known in legal circles as having been managing clerk with Messrs. Ewins and Needham and Messrs. Ewins and Harston (Mr. J. Scott Harston), and with their successors, the present firm of Messrs. Eo and Lo.

Mr. Sin Tak Fan, who was 66 years of age, had retired from active business, and for a year or more he had not been in good health. He expired very suddenly from heart failure. Only an hour previously he had been visited by his doctor and there was nothing then to indicate that the end was so near.

Mr. Sin Tak Fan's standing in the Chinese community is evidenced by the fact that he was a past Chairman of the Tung Wah Hospital Committee.

The deceased gentleman leaves a large family of sons and daughters among whom are Mr. Alfred Hall (Lo and Lo) and Mr. James Hall (Lyson and Hall), both solicitors, Mr. William Hall, the architect, Mr. George Hall and others.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

EX-PREMIER OF CHINA IN LONDON.

INTERVIEWED ON CHINESE FINANCE.

LONDON, April 7th.

Liang Shi Yi, interviewed by Reuter on the question of Chinese finance said that foreign capital would be welcome, but only on conditions which must benefit both parties. The benefit must not be one-sided.

He said he was of the opinion that preference should be given Chinese products, but he had no objection to the employment of suitable labour from abroad.

He advocated a policy under which the Government would build railways and the people provide rolling-stock and locomotives; thus, even with the present capital, the Government could construct twice the present length of line and save time.

Liang Shi Yi will be banqueted at the Chinese Legation, and by Chinese students.

He intends staying six weeks in England and will tour the Continent, returning home early in America.

PRINCE HIGASHI KUNI.

LEAVES ROMANIAN CAPITAL FOR PARIS.

BUCHAREST, April 7th.

Prince Naruhiko Higashi-Kuni has left for Paris.

SIR ROBERT HO TUNG.

INTERVIEW IN LONDON.

LONDON, April 7th.

Sir Robert Ho Tung, interviewed by Reuter on his latest efforts in furtherance of his scheme for regeneration and unification of China, expressed the hope that his idea would prove successful, but he recognised it would take time, as all China's principal men realised that the task was of the utmost difficulty. A very influential body was carrying on the work in China while he was here.

[BY COURTESY OF THE "DAILY BULLETIN."]

TRADE MARKS LAW.

FOREIGN RECOGNITION DELAYED.

PEKING, April 7th.

The Diplomatic Corps, replying to the Chinese Government's Note of March 29th, on Saturday evening, said that the latter was insufficient for the diplomats to advise their Government to recognise the Chinese Trade Mark Law and to advise their respective nationals to register their trade marks with the new Bureau.

The Diplomatic Corps point out that, whether or not their national registers, cases of complaint will have to be dealt with in accordance with the stipulations of the treaties concerning the settlement of disputes between Chinese and Treaty-Power nationals.

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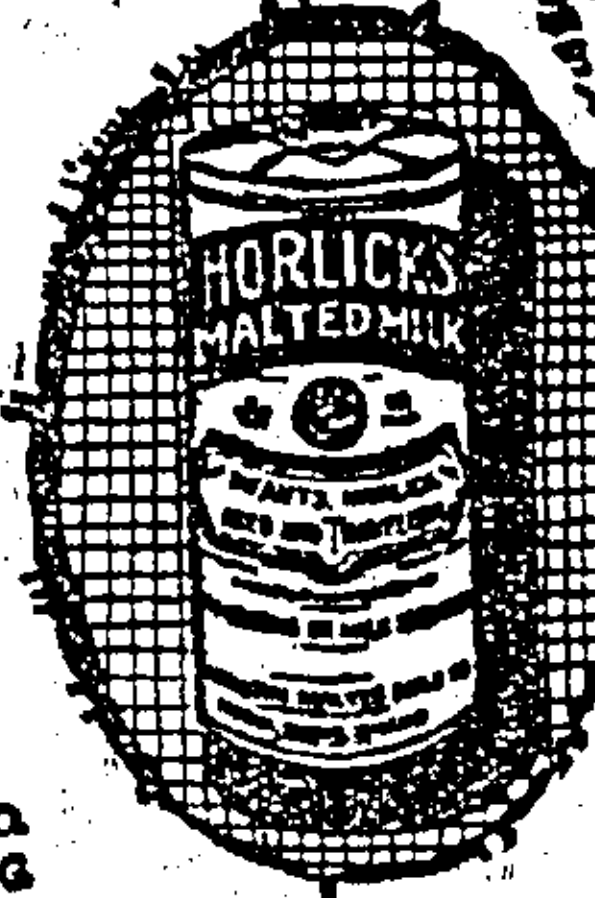
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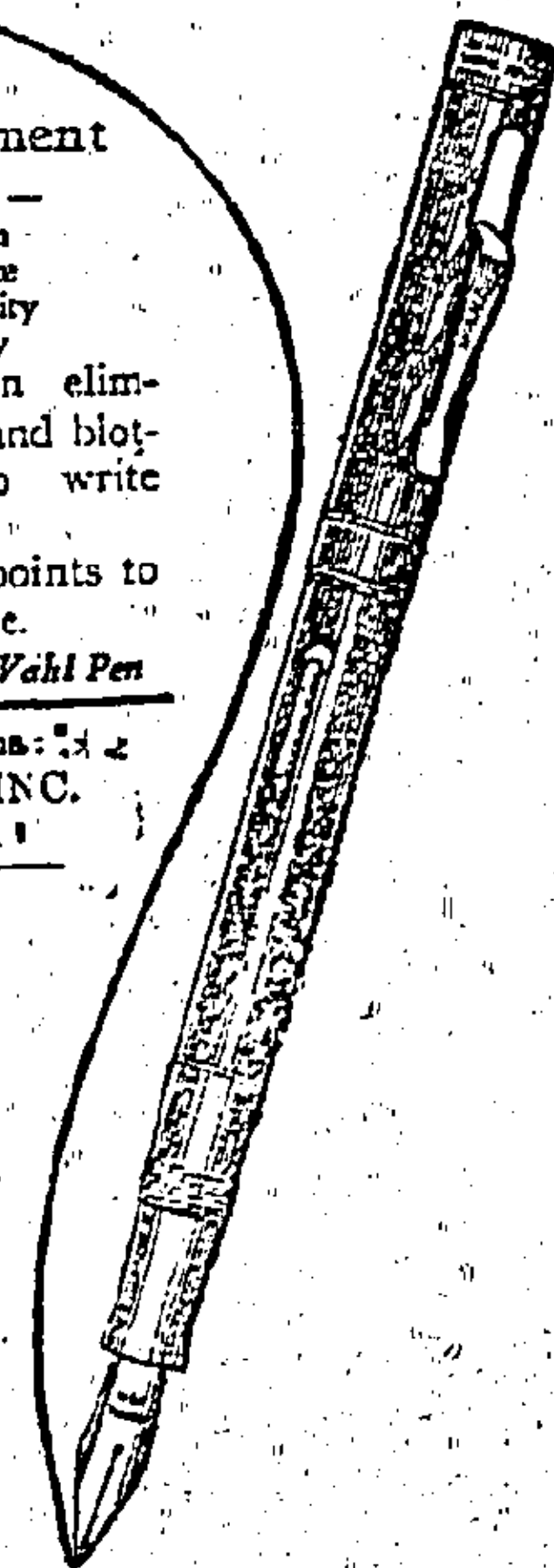
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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

THE SCARF IN SPRING FASHIONS.

Paris, March 2nd.

The scarf is one of the most important features in the Spring fashions. There is not a single couturier's collection which does not show its use in every class of garment. Suits, top-coats, frocks, afternoon gowns, evening gowns—all adopt the scarf idea and adapt it to their own special moods and individual lines.

First of all, there is the scarf collar. This has been with us in a timid way for several seasons past, but till this season it has been a rather conservative affair which would scarcely warrant one to call it a scarf. With the present season the scarf collar is, as it were, fully enfranchised. We behold it on a tan and brown top-coat from Patou. It is fully twelve inches wide and, being of the soft wool velours, it drapes prettily as it is wrapped twice about the neck, and it has long ends which fall to the hip line, one end authentically falling at the right front and the other at the left back. Another drape for the scarf collar appears on a three-piece suit from Charles. The frock and the three-quarter-length coat are of old blue alpaca. The scarf is of the same material, but is bordered at its outer edge with an embroidery in white of a rather primitive zigzag pattern. The scarf, being attached to the coat, as all proper scarf collars should be, is draped in a way to allow the coat to be worn open. The left end of the scarf hangs straight down and passes under the belt, while the right side, which is the longer, is draped once and a half about the neck and falls in front of the right shoulder, where it hangs to the hip level. There is no actual rule for the draping of the scarf collar, which has become so long that it allows for many wrappings and drappings.

The woman who knows how to dress will be guided by her own taste, which will teach her to dispose the scarf in ways which harmonize with the lines of the frock and give which are becoming to her particular face and figure. The fashion creators have themselves devised various ways of draping which agree with the season's chic, but they have by no means said the last word in scarf drapes, and will be the first to welcome any novelty originated by any woman who has the "fair" for modernity. The same thing may be said of the wearing and draping of the separate scarves.

Separate scarves to be worn with morning frocks are, for the most part, of the same material as the frock, a double thickness of the material being most frequently used. The ends of the scarves frequently show a touch of coloured embroidery, either a delicate tracery of threads, or a motif worked in beads on the gauze or broadcloth or poplin texture of the stuff. On account of the weight of these woollen materials, the scarves are rather narrow and are worn flat. One scarf shown by Philippe and Gaston accompanied a blue repps morning frock. The mannequin wore it wrapped about her upper arms just above the elbow and carried her elbows at an angle which drew the scarf flatly across her shoulders. The scarf was so long that it fell to below the knees, thus giving the long, vertical line which the smartest couturiers are striving to create in the greater number of their models.

Another scarf from Philippe and Gaston appeared as one unit of a very charming ensemble. The frock and the scarf were of navy alpaca, the scarf being only about nine inches wide but extremely long. Both the scarf and the frock had all their edges trimmed with a double line of narrow white tape. The scarf was worn across the shoulders and passed over the arms, so that it fell straight to the hem level of the frock. The ensemble was completed with a small black silk parasol edged with two lines of the white tape, and a smart little straw cloche which had a trimming of the double lines of the tape. The dress was of the narrow, chemise type, as simple as any may wish to find, but its smart, defining lines with the single, simple trimming motif carried out in the three other pieces of the costume created as chic an ensemble as one can see in Paris to-day.

In the afternoon and evening gowns the scarf takes on a more supple and voluminous character. One of the inventions of the season is to attach a scarf of the same material as the gown (and how often crepe satin is that material) to the right hip, letting one end hang in a straight panel to the level of the skirt hem and leaving the other end free to be drawn up over the back and draped either the left arm or the left side of the bodice. The crepe satin is particularly charming for this purpose because of its two textures—the one side being glossy like satin; the other dull, like crepe. Another drape for the afternoon scarf begins with attaching it to one shoulder. From this point of support it may fall straight down the back and the front of the gown, or it may be wrapped horizontally across the shoulders or draped diagonally to the opposite hip, or even wrapped about the throat. All these drapes are possible with the shoulder attachment, which certainly has the convenience of keeping the scarf attached, if one chooses to forget about it.

However, the unattached scarf is just a little more utterly exquisite than one which can be forgotten. The principle is the same as that of men's sticks. The crook-necked stick and the stick with a thumb for carrying it are both smart, but the absolute height of smartness is to carry a straight stick without a thumb—it is so much harder to manage gracefully that it proves its successful wearer to be one of chic. So with the loose scarf.

Loose scarves appear with afternoon gowns, and very often one finds one of the long printed scarves which the silk-makers have designed in brilliant colours and intricate patterns worn with a black or a neutral-toned gown. Thrown across the shoulders and allowed to hang, wrapped about the neck so closely that they leave the collar bones bare above the bateau neckline, carried loosely wrapped about the upper arms, or drawn together at the left shoulder, these scarves appear, giving their touch of colour to the costume and allowing the individuality of the woman to express itself in the drape which she gives them.

(Continued at foot of next column.)

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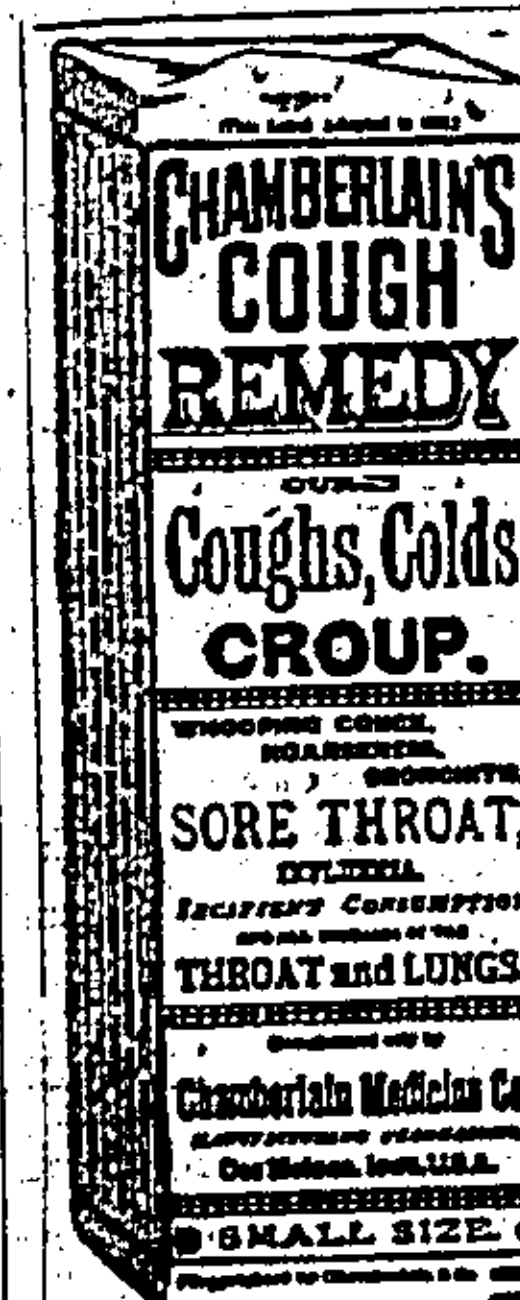
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

PARIS MARU ... Wednesday, 9th Apr.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

CHICAGO MARU ... Wednesday, 23rd Apr.

BOMBAY via Singapore and Colombo.

SHUNGO MARU ... Wednesday, 16th Apr.

AMAZON MARU ... Sunday, 20th Apr.

BANGKOK, SAIGON via SINGAPORE.

BUSEO MARU ... Thursday, 1st May

CALCUTTA via Singapore & Rangoon.

HAGUE MARU (Calls at Penang) ... Thursday, 17th Apr.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

BORNEO MARU ... 13th

ANYA MARU ... 15th

ALABAMA MARU ... Sunday, 13th Apr.

NEW YORK via Japan Ports, San Francisco and Panama.

HAYANA MARU ... Beginning of May.

JAPAN PORTS—Mojik, Kobe, Osaka, Yokkaichi and Nagoya.

ALABAMA MARU ... Sunday, 13th Apr.

ANDES MARU ... Tuesday, 15th Apr.

KEELUNG via SWATOW & AMOY.

AMAKUSA MARU ... Sunday, 13th Apr. 11 a.m.

KATU MARU ... Sunday, 20th Apr. 11 a.m.

TAKAO via SWATOW & AMOY.

KOTSU MARU ... Thursday, 10th Apr.

TAKAO & KEELUNG.

RUSHO MARU ... Wednesday, 16th Apr.

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Karuzawa:	Park Hotel	Nikko:	Tokyo Station Hotel
Mikasa Hotel	Miyajima:	Kanaya Hotel	Tokai Seiyoken Hotel
Manpei Hotel	Miyajima Hotel	Osaka:	Yokohama:
Kobe:	Miyajima Hotel	Osaka Hotel	Grand Hotel
Osaka Hotel	Fujiya Hotel	Shimonoseki:	
Yor Hotel	Nagasaki:	Sanyo Hotel	
	Japan Hotel		
IN TAIWAN (FORMOSA):			
	Taipei:	Taiwan Railway Hotel	
IN CHOSUN:			
Fusan:	Changchun:		
Fusan Station Hotel	Yamato Hotel		
Kyju (Seoul):	Dairen:		
Chosen Hotel	Yamato Hotel		
Shingishu:	Hobiquana:		
Shingishu Station Hotel	Yamato Hotel		
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ARRIVALS.

Per M.M. s.s. *Chambord*, on April 8th:—For Hongkong: Mr. Argod, Mr. Nuber, Mr. Arnault, Mr. and Mrs. Marquet, Mr. Baurel, Sisters Alphonse and Therese, Mr. J. Warren, Mr. Howard Sarker, Mr. J. Spartin, Mr. and Mrs. Sigard, Mr. Arthur J. Nathan, Mr. R. Matouba, Mr. and Mrs. de St. Naton, Mr. Hunt, Miss Hunt, Mr. John Aisen, and Mr. and Mrs. Stebbins.

Per s.s. *President Lincoln*, on April 8th:—For Hongkong: Mr. Augusto Anguina, Mrs. Fernanda Anguina, Mr. Eduardo Anguina, Mr. and Mrs. Wm. I. Cole, Mrs. Mary Evans, Mrs. Rosemary Evans, Mr. Harry L. Garlets, Mr. and Mrs. Wm. R. Hamme, Mr. Harry B. Hammond, Mrs. Sophia Hirschberg, Mr. and Mrs. Reinhardt, de Kat, Mr. and Mrs. William Kaufmann, Mrs. Madrona de Pons, Miss Mary F. La Sala, Mr. Walter W. Marquardt, Mr. Geo. Noell, Mrs. Wm. S. Richardson, Mr. Jacob Rosenthal, Mrs. Kathleen R. Strathy, Mr. Harry A. Thorn, For Shanghai, Mr. and Mrs. Thm. E. Bogart, Miss Mary Chamberlain, Mrs. Rose L. Hershman, Mrs. Maude M. Parnau, Mrs. Mary Morris, Mrs. Mildred L. Orton, Mr. Colin J. Sabiston, Mrs. V. F. Scott, Mrs. Margaret B. Shipp, Miss Ida M. Torney, Miss Mary T. Torney, For Yokohama: Miss Georgina Baeus, Miss Emma E. Dickinson, For Honolulu: Mr. and Mrs. Samuel J. Gardner, Miss Elsie L. Houghton, Miss E. Dudley Hurlock, For San Francisco: Mr. Winifred H. Babbitt, Mrs. Lydia J. Crane, Miss Henrietta Delta, Miss E. G. Flagg, Mrs. Geo. M. Ivory, Mrs. Mamie A. Koch, Mrs. Myrtle B. Koch, Miss J. M. Koch, Mrs. Ferdinand R. Miller, Mr. Robert W. Patterson, Dr. A. P. Preston, Mr. Joseph H. Tucker, Mr. and Mrs. Whitford J. Whitmore, Miss Hilda G. Whitmore, Mr. and Mrs. George W. Wright, Misses Clara and Marjorie Wright, Mr. George Wright, jr., Miss Helen M. Ivory.

Per A.O.L.'s s.s. *President Jackson*, on April 8th, from Manila:—Mr. G. Aboguet, Mr. and Mrs. E. L. Bowen, Mrs. U. De Bernedo, Mr. W. J. Carroll, Mrs. E. H. D'Aguiro, Mrs. C. C. Ferguson, Mr. J. B. Garuer, Mr. J. R. Grundig, Mr. Matco Gorti, Mr. R. J. Harrison, Mr. Y. S. Guy, Mr. A. Y. Kealin, Mr. Max Kummer, Mr. C. F. Massey, Mr. M. Ogawa, Mr. E. A. Perkins, Mr. J. H. Murooka, Miss Gladys McDonald, Mr. J. Pomar, Mr. J. T. G. Paul, Mr. and Mrs. D. M. Semple and family, Mr. E. A. Schenkel, Mrs. Christine Schenkel, the Misses W. A. and M. L. Schenkel, Mr. C. Singian, Mr. C. S. Starkey, Mr. H. Ver, Mr. O. Vaz, Mr. and Mrs. H. Whitmarsh, Mr. and Mrs. A. W. Yearley, Mrs. Marie Zamora, Mrs. Rosalie Zamora, Mr. C. T. Vancura, Mrs. W. L. Bartow, Mr. Douglas N. Butt, Miss C. Cook, Mrs. N. H. Duckworth, Miss F. A. Eskew, Miss R. Ellis, Mr. R. E. Hertley, Mr. and Mrs. Percy Jackson, Mr. and Mrs. Frank Jordan, Miss Bernice Jordan, Mrs. E. B. Miller, Mr. and Mrs. H. Piracini, Mr. Marie Pirovani, Mr. H. Wayne Pierson, Miss Phyllis Pierson, Mr. C. R. Smith, Mrs. H. C. Train, the Misses M. L. and Cecil Train, Mr. J. Walker, Miss M. E. Waite, Mr. Burt Doran, Miss Marie Peterson, Dr. and Mrs. R. S. Carroll, Miss Irene Pfisterer, Miss Mary Porter, Miss Edith Stauffer, Miss A. Winchester, Mr. B. R. Bates, Miss L. Belting, Mr. B. B. Brown, Mrs. L. D. Bunuan, Miss C. Bunuan, Mr. M. Gonzales, Lieut. and Mrs. J. E. Harriman, Mr. Justice and Mrs. C. E. Johns, Mr. Justice and Mrs. C. F. Johnson, Mrs. W. W. Larkin, Miss Marie L. Larkin, Mr. James Napier, Hon. Sergio Omena, Miss Mary R. Ogden, Mrs. Bessie E. Pierce, Dr. Peregrino Paulino, Mr. E. Peterson, Mr. B. Padilla, Hon. M. Quezon, Mr. C. M. Recto, Mr. I. S. Reyes, Mr. H. G. Rasul and Mr. F. Zamora.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Nagasaki on April 7th at 3 p.m., left on April 8th at noon, and is due at Kobe to-day at 11 a.m. (Wednesday).

The s.s. *Hyson* (Blue Funnel Line), arrived at Boston on the 6th inst.

The s.s. *Yangtze* (Blue Funnel Line), arrived at Boston on the 6th inst.

The s.s. *President Lincoln* will sail for San Francisco via Shanghai, Kobe, Yokohama, Honolulu to-day at 6 p.m.

The s.s. *Atrius* (Blue Funnel Line), for New York and Boston, left Shanghai on the 7th inst. for this port, and is due here on the 10th inst. She will be despatched at 4 p.m. on the 11th inst. via Manila.

The Ben Line s.s. *Bengalick* from Middlebro', Antwerp and London, left Manila for this port on the 7th inst., and may be expected to arrive here on or about the 10th inst.

VESSELS EXPECTED.

Alabama Maru (O.S.K.), due to-day.

Andre Lebon (M.M.), due April 9th.

Autolytus (Blue Funnel), due April 11th.

Automedon (Blue Funnel), due April 25th.

Bengalick (Ben Line), due April 12th.

Diamond (Blue Funnel), due May 2nd.

Empress of Australia due April 10th, 6 p.m.

Helene (Blue Funnel), due to-day.

Patroclus (Blue Funnel), due April 14th.

Paul Lecat (M.M.), due April 21st.

President Garfield (Dollar), due April 14th.

President Grant (Admiral Oriental), due April 23rd.

President Jefferson (Admiral Oriental), due April 11th.

President Polk (Dollar), due April 26th.

Tanda (B.I. & Apar), due April 21st.

Thesus (Blue Funnel), due April 28th.

SHIPPING NOTES.

Silk forwarded from here by *Empress of Asia* on March 13th arrived in New York on April 5th, having been 23 days in transit.



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TSINGTAU via SWATOW & SHANGHAI ... "WAISHING" ... Wednesday, 9th Apr. 7 a.m.

KORE via SHANGHAI ... "KUTSANG" ... Wednesday, 9th Apr. 7 a.m.

SHANGHAI via SWATOW ... "FOOSHING" ... Friday, 11th Apr. 7 a.m.

TIENSIN ... "CHEONGSHING" ... Friday, 11th Apr. Noon

MANILA ... "SUISANG" ... Saturday, 12th Apr. 11 a.m.

SHANGHAI via SWATOW ... "KUTSANG" ... Saturday, 12th Apr. 7 a.m.

HAIPHONG via HOIHOW ... "LEESANG" ... Sunday, 13th Apr. 10 a.m.

TSINGTAU via SWATOW & SHANGHAI ... "KWONGSANG" ... Wednesday, 16th Apr. 7 a.m.

KORE via MOJI ... "LAISANG" ... Thursday, 17th Apr. Noon

BANGKOK via HOIHOW ... "CHUNGSANG" ... Friday, 18th Apr. 10 a.m.

MANILA ... "YUENSANG" ... Saturday, 19th Apr. 11 a.m.

SANDAKAN ... "MAUSANG" ... Wednesday, 23rd Apr. 1 p.m.

KORE via SHANGHAI ... "HOSANG" ... Friday, 25th Apr. 7 a.m.

STRAITS & CALCUTTA ... "KUTSANG" ... Tuesday, 29th Apr. 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Ubeloo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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"GLENAMORY"	4th May			
"GLENAPPE"	15th May			
"CARMARTHENSHIRE"	28th May			

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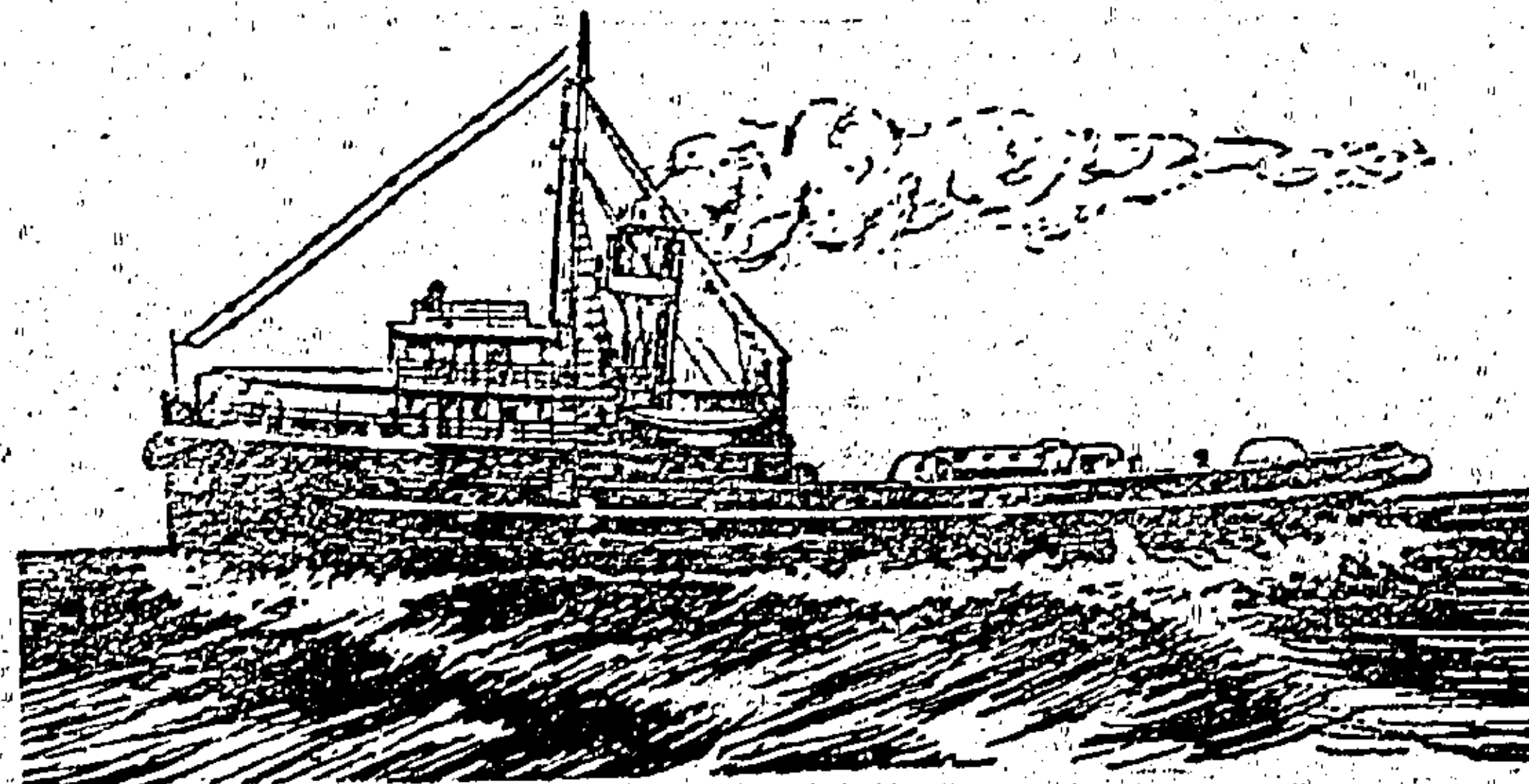
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B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

April 7th.
Deuy, American str., 3,495 tons, Capt. C. E. Ash, from Portland ore and Shanghai, with a general cargo, lying at buoy No. 427—Arnold & Co.
Maple, Dutch str., 3,520 tons, Capt. Van Ewijk, from Shanghai, with a general cargo, lying at Wanchai—J.C.J.L.
Pacific Mail, Japanese str., 4,255 tons, Capt. K. Kishima, from Fremantle, with a general cargo, lying at buoy No. 135—N.Y.K.
Princess, Norwegian str., 1,377 tons, Capt. O. Hansen, from Saigon, lying at Stonecutters—Kersten Larsen & Co.
Tanaka, British str., 3,150 tons, Capt. J. McGowan, from Amoy, with a general cargo, lying at buoy No. 40—M.M. & Co.
Tsugami Maru, Japanese str., 4,270 tons, Capt. K. Teramoto, from Manila, with a general cargo, lying at buoy No. 48—N.Y.K.
Yamaguchi, Japanese str., 1,515 tons, Capt. Robert Huber, from Shanghai, with a general cargo, lying at Stonecutters—Bodwell & Co.
April 8th.
Chunahat, French str., 4,727 tons, Capt. Lazarrini, from Marseille and Saigon, the latter port she left on April 3rd, with a general cargo, lying at buoy No. 48—M.M.
Havani Maru, Japanese str., 15,420 tons, Capt. S. Hirata, from Shanghai, with a general cargo, lying at buoy No. 41—N.Y.K.
Hokkaido, Chilian str., 288 tons, Capt. Leung Lou, from Kwangchow, with a general cargo, lying at Stonecutters—B. & S.
Ishikawa, British str., 1,228 tons, Capt. W. Hopkins, from Shanghai, with a general cargo, lying at buoy No. 41—B. & S.
Kyung, British str., 1,751 tons, Capt. R. P. Mitchell, from Singapore and Swatow, with a general cargo, lying at Stonecutters—B. & S.
Paris Maru, Japanese str., 4,474 tons, Capt. I. Saito, from Shanghai, with a general cargo, lying at buoy No. 48—N.Y.K.
President Jackson, American str., 8,377 tons, Capt. John Tuffith, from Manila, P.I., with a general cargo, lying at Kowloon wharf—Admiral Oriental Line.
President Lincoln, American str., 8,359 tons, Capt. H. L. Jones, from Manila, P.I., with a general cargo, lying at Kowloon wharf—Pacific Mail S.S. Co.
Santa Fe, British str., 2,754 tons, Capt. R. S. Connolly, from Singapore, with a general cargo, lying at buoy No. 410—Turner & Co.
Swiflet, British str., 1,877 tons, Capt. H. J. Case, from Rangoon and Singapore, with rice, lying at Stonecutters—H.M.H. Nippon.

CLEARANCES.

April 7th.
Aburatsubo Maru, for Batavia, P.I.
Hakusan Maru, for Tientsin.
Korea Maru, for Shanghai.
Komatsu Maru, for Kwangchow, Wai.
Mohun Maru, for Shanghai.
Song Gwan Maru, for Haiphong.
Tsushima Maru, for Canton.
April 8th.
Cheongshing, for Canton.
Deming, for Saigon.
Haihung, for Swatow.
Hong Kong Maru, for Singapore.
Hong Kong Maru, for Saigon.
Hong Kong Maru, for Shanghai.
Kat Maru, for Shanghai.
Ming Maru, for Canton.
Paris Maru, for Singapore.
Prometheus, for Swatow.
Pronto, for Saigon.
Song Maru, for Amoy.
Song Maru, for Haiphong.
Tsushima Maru, for Shanghai.
Tsushima Maru, for Shanghai.
Tsushima Maru, for Shanghai.
Tsushima Maru, for Shanghai.

ON SALE.

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 Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional bills of lading, also to United Kingdom ports on optional bills of lading only.

Arrivals from Europe.
 S.S. "OOSTERK" due Hongkong 9th Apr.
 S.S. "OOSTERK" 6th May
 S.S. "OOSTERK" 3rd June

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
S.S. "ALDRAMIN"	Rotterdam, Hamburg & Bremen	29th April, 1924.
S.S. "OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	6th June, "

For full particulars, please apply to—

CHINA-JAVA-JAPAN LIJN.
 General Agents.
 York Building.

NOVEL WIRELESS EXPERIMENT.

During the voyage from Southampton of the White Star liner *Olympic*, which arrived at New York on February 27th, a trial was made for the first time on ship-board of the transmission of wireless messages automatically to London, so that the messages could be printed in the General Post Office without human aid. The experiment was successfully carried out, at ninety words per minute, by a high-speed transmitting apparatus, at a distance of 700 miles from the land station at Dover, the printing of the message at London being perfect.

WEATHER REPORT

April 8th at 17:00—Pressure has decreased slightly at Ch'chow; it has increased moderately at Shanghai, and slightly elsewhere. The anticyclone has increased in intensity over China, and moderate to fresh monsoon will continue along the coast and over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, April 8th, 0.4 inch. Total since January 1st, 8.19 inches, against an average of 7.34 inches.

The forecast for the 24 hours ending at 18 hours, April 9th is as follows:—

Forecast
 District of Hongkong ... N.E. winds, strong
 District of New Territories ... N.E. winds, strong
 District of Kowloon ... N.E. winds, strong
 District of New Territories ... N.E. winds, strong
 District of Kowloon ... N.E. winds, strong

Hongkong to Gap Rock ... do.
 South coast of China between Hongkong and Lamock ... do.
 South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 8th.			
Previous Day	On Date	On Date	On Date
at 2 p.m.	at 6 a.m.	at 2 p.m.	at 6 a.m.
Barometer ... 29.81	29.59	29.94	29.81
Temperature ... 61	68	87	87
Humidity ... 84	97	87	87
Wind Direction ... ESE	culm	culm	culm
Force ... 1	1	1	1
Weather ... 1	1	1	1
Rain ... 1.20	0.00	0.15	0.15
Highest open-air temperature on 7th ... 62			
Lowest open-air temperature on 8th ... 62			

HONGKONG TIDE TABLE.

From April 9th to 15th, 1924.			
HIGH WATER.		LOW WATER.	
Days of Week	Days of Month	H'kong. Standard Time.	H'kong. Standard Time.
Wed.	9	h. m. ft. in.	h. m. ft. in.
Thurs.	10	h. m. ft. in.	h. m. ft. in.
Fri.	11	h. m. ft. in.	h. m. ft. in.
Satur.	12	h. m. ft. in.	h. m. ft. in.
Sun.	13	h. m. ft. in.	h. m. ft. in.
Mon.	14	h. m. ft. in.	h. m. ft. in.
Tues.	15	h. m. ft. in.	h. m. ft. in.

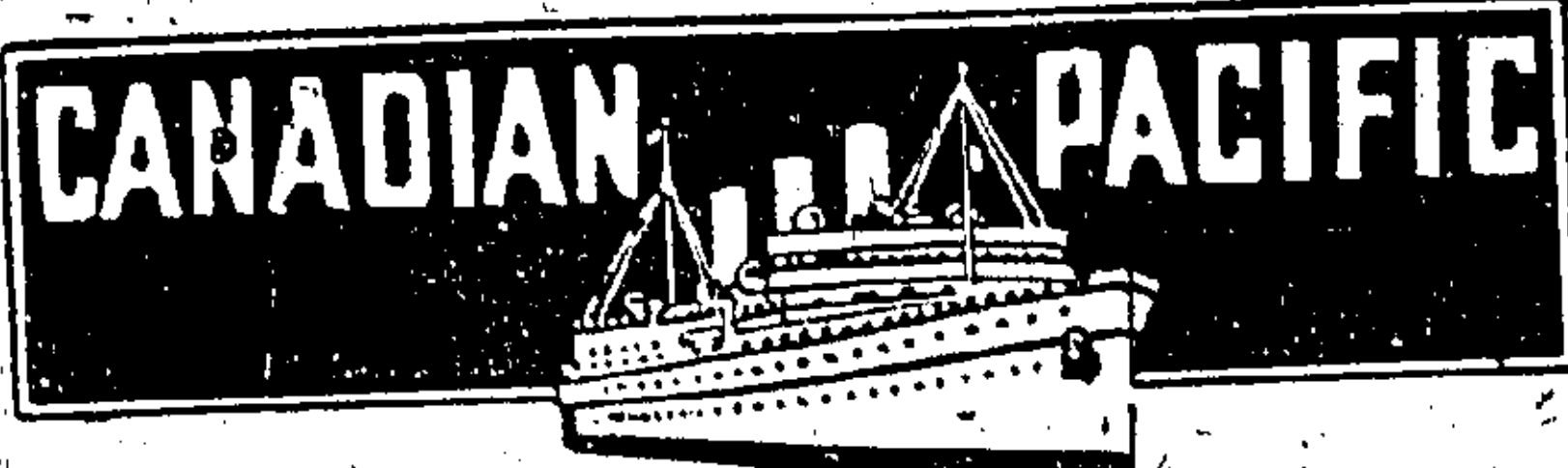
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Hongkong to England
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 From Hongkong to Vancouver: May 14, May 21, May 28, June 4, June 11, June 18, June 25, July 2, July 9, July 16, July 23, July 30, Aug. 6.
 From Vancouver to Montreal: May 14, May 21, May 28, June 4, June 11, June 18, June 25, July 2, July 9, July 16, July 23, July 30, Aug. 6.
 Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
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HONGKONG-MANILA SERVICE			
From Hongkong	Day	From Manila	Day
April 30	May 2	May 24	May 26
May 21	May 23	May 25	May 27
June 25	June 27	June 29	June 30
Passenger Department: Tel. 752.		Cables: GACANPAC.	
Freight and Express: Tel. 42.		Cables: NAUTLUS.	

T. K. K.

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 STEAMERS LEAVE HONGKONG
 SHINYO MARU 22,000 tons, Apr. 23rd (from Shanghai)
 SIBERIA MARU 22,000 tons, May 5th, 1924.
 TAIYO MARU 22,000 tons, May 20th to Kobe Direct.
 TENYO MARU 22,000 tons, May 28th

HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, SIO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE.
 THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.
 STEAMERS LEAVE HONGKONG
 ANJO MARU 18,700 tons, April 24th.
 SEIYO MARU 14,000 tons, June 10th.
 Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
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 S.S. "PRESIDENT CLEVELAND" May 7th, at 6 p.m.

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HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" Apr. 27th, at Noon.

HONGKONG-CALCUTTA

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CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILFEN" Wednesday, April 16th, 1924, at 6 p.m.

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1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO" Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



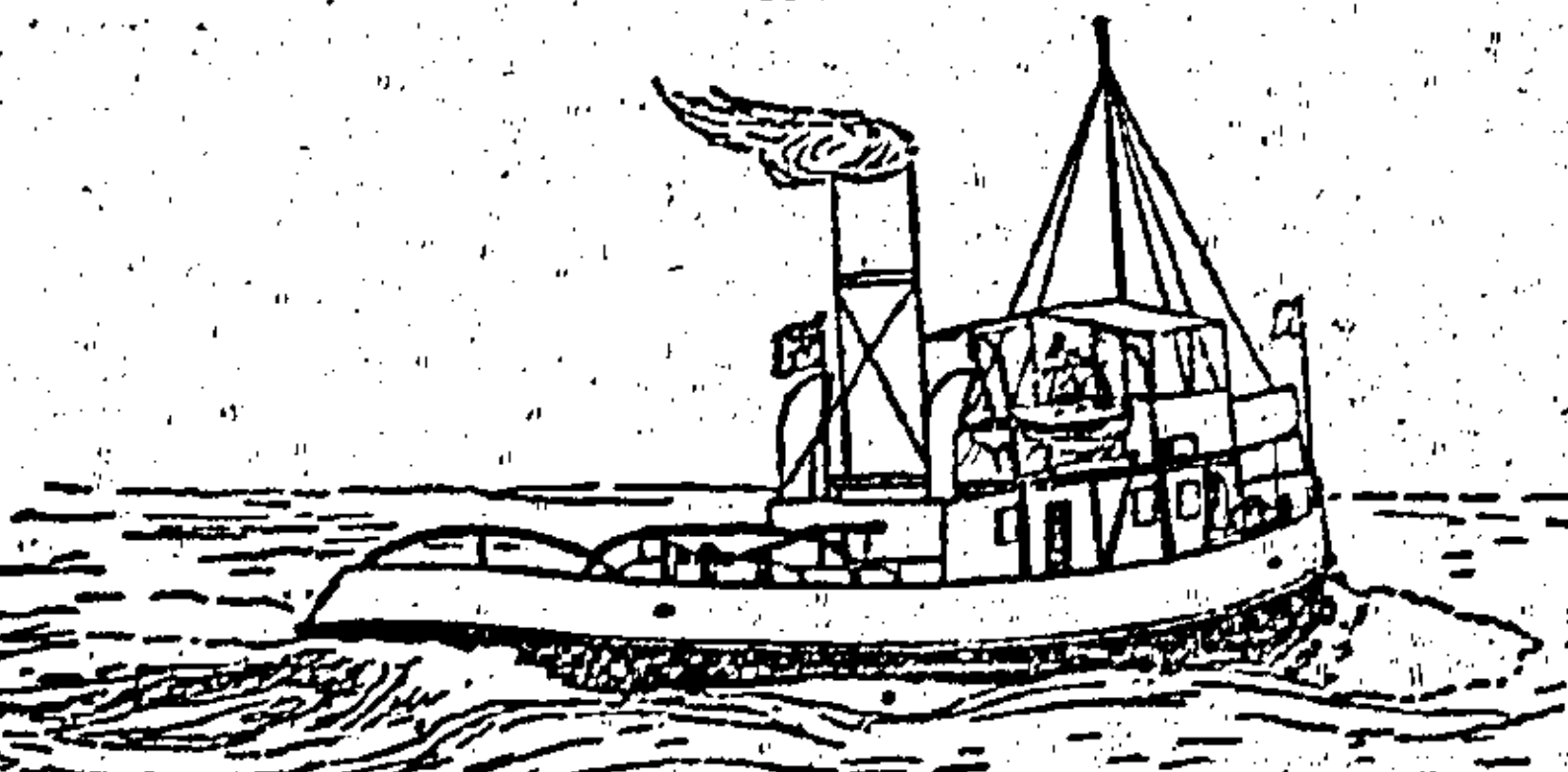
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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America: G.3405, G.3420, G.3440
 IYO MARU Thursday, 17th Apr., at 11 a.m.
 SHIZUKA MARU Wednesday, 14th May
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 HARUNA MARU Wednesday, 9th Apr., at 11 a.m.
 KAMO MARU Sunday, 27th Apr., at 11 p.m.
 HAMBURG via LONDON & ROTTERDAM.
 LYONS MARU Middle of May
 LIVERPOOL via MARSEILLES & VALENCIA.
 TSUSHIMA MARU Thursday, 17th Apr.
 SYDNEY & MELBOURNE via Manila, &c.
 YOSHINO MARU Friday, 18th Apr., at 11 a.m.
 AKI MARU Wednesday, 14th May, at 11 a.m.
 NEW YORK & BOSTON via PANAMA.
 TSUYAMA MARU Thursday, 8th Apr.
 TOBA MARU Sunday, 4th May
 BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU Tuesday, 8th May
 BOMBAY via Singapore & Colombo.
 SADO MARU Saturday, 12th Apr.
 MALACCA MARU Monday, 28th Apr.
 CALCUTTA via Singapore, Penang & Rangoon.
 CEYLON MARU Wednesday, 9th Apr.
 MEJI MARU Friday, 18th Apr.
 NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU Friday, 11th Apr.
 SHANGHAI, KOBE & YOKOHAMA.
 TSUTA MARU Tuesday, 8th Apr.
 KASHIMA MARU Tuesday, 22nd Apr.
 TSUYOHASHI MARU Tuesday, 15th Apr.
 For further information, apply to—
 NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 292, 293 & 2422. Y. YAMAGUCHI, Manager.

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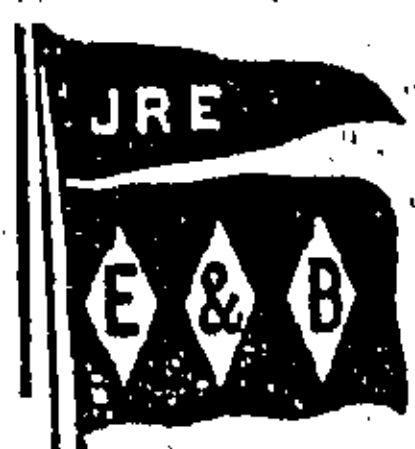


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SUBJECT TO ALTERATION.

"CITY OF CAIRO" 17th April Mars, L'don, B'dam & Hamburg.
 "CITY OF CHRISTIANIA" 23rd April Do.

PASSENGER SERVICE.

"CITY OF CAIRO" 17th April Mars, L'don, B'dam & Hamburg.

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SINGLE 1st Class "A" £92. "B" £84. 2nd Class "A" £62. "B" £56.
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S.S. "ATREUS" via Suez Canal 11th Apr.
 S.S. "KNARPSRO" via Suez Canal 21st Apr.
 S.S. "KEEMUN" via Suez Canal 1st May.
 S.S. "CITY OF ORAN" via Suez Canal 11th May.

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ANGKOR	—	—	27th April
CHAMBORED	—	—	11th May
PAUL DECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	26th May
AMBOISE	10th Apr.	12th May	8th June

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 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (Month)	Destination
"LAHORE"	5,862	13th April	Singapore & Bombay.
"PADUA"	5,907	15th April	Singapore & Bombay.
"NELLGORE"	5,511	17th April	Mars, L'don, A'werp & B'dam.
"CHINA"	7,912	19th April	Marseilles, London & Antwerp.
"SOUJAN"	5,886	20th April	Spore, Penang, Colombo & B'bay.
"KALVAN"	5,118	3rd May	Marseilles, London & Antwerp.
"MIBZAPORE"	7,715	7th May	Spore, Colombo & Bombay.
"KLASSY"	7,438	17th May	Mars, London & Antwerp.
"KAMMIR"	5,863	24th May	do.
"SICILIA"	5,813	25th May	Spore, Penang, Colombo & B'bay.
"KELVA"	5,097	31st May	Mars, London & Antwerp.
"KASHGAR"	5,810	14th June	Mars, London & Antwerp.
"SOUJAN"	5,886	2nd June	Spore, Penang, Colombo & B'bay.
"MOREA"	10,911	28th June	Mars, L'don, A'werp.
"KARMALA"	5,098	12th July	do.
"SICILIA"	5,813	22nd July	Spore, Penang, Colombo & B'bay.
"KALVAN"	10,911	28th July	Mars, L'don, A'werp.
"KELVA"	5,097	2nd Aug.	do.
"KASHGAR"	10,911	23rd Aug.	do.
"KASHGAR"	5,810	29th Sept.	do.
"KASHGAR"	5,810	4th Oct.	do.
"KASHGAR"	10,911	18th Oct.	do.
"KASHGAR"	5,810	1st Nov.	Mars, L'don, A'werp.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (Month)	Destination
"FORRELLA"	5,403	10th Apr. 1.30 p.m.	Singapore, Penang & Cochin.
"TALIA"	10,911	14th Apr.	do.
"JAPAN"	5,053	29th April	do.
"TANDA"	5,853	6th May	do.
"TAKADA"	5,249	30th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (Month)	Destination
"ST. ALBANS"	4,500	30th Apr.	Manila, Sanak, Tauraday
"KASHGAR"	4,900	28th May	Island, Fowas, B'bay, Sydney & Melbourne.
"KASHGAR"	5,000	2nd July	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (Month)	Destination
"HOWRA"	—	6th Apr. 5 p.m.	Amoy
"GOGRA"	5,131	10th Apr. D.L.	Moji & Kobe.
"TANDA"	5,853	15th Apr.	Moji & Kobe.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KELVA"	5,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	5,249	3rd May	do.
"SICILIA"	5,813	13th May	Shanghai.
"KALVAN"	5,118	14th May	Shanghai, Moji & Kobe.
"FORRELLA"	5,403	18th May	Moji & Kobe.
"MOREA"	10,911	20th May	Shanghai, Moji & Kobe.
"ARAFURA"	5,000	7th June	Moji & Kobe.
"SOUJAN"	5,886	11th June	Shanghai.
"KARMALA"	5,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	1,741	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	5,813	10th July	Shanghai.
"DEVANHA"	5,092	11th July	Shanghai, Moji & Kobe.
"MANUHA"	10,912	20th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KELVA"	5,097	8th Aug.	Shanghai, Moji & Kobe.
"KASHGAR"	11,430	22nd Aug.	do.
"KASHGAR"	5,810	29th Sept.	do.
"ARAFURA"	5,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	5,810	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.
"KASHGAR"	5,098	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY—FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

Y.



K.

Yamashita Steamship & Mining Co., Ltd.

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KEELUNG, HONGKONG, CANTON & HAIPHONG.

For CANTON SAILING FROM HONGKONG.

For HAIPHONG via Hothow & Pakhoi

For KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" ... on or about 9th April

For further particulars, please apply to—

Branch Office: S. MITAHAI, Agent.

No. 37, Bonham Strand West. Top Floor King's Building.

Tel. Central No. 155. Tel. Central Nos. 140 & 4407.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI, CHEFOO & NEWHONGWANG	"TIENTSIN"	On 9th Apr. 10 a.m.
HAIPHONG	"YUNNAN"	On 9th Apr. 10 a.m.
SWATOW & SINGAPORE	"KUNGHOW"	On 9th Apr. Noon.
AMOY & SHANGHAI	"WUHU"	On 9th Apr. 4 p.m.
SHANGHAI	"LINAN"	On 10th Apr. D.L.
HAIPHONG & SINGAPORE	"CHINHUA"	On 10th Apr. 10 a.m.
SWATOW & SHANGHAI	"NINGPO"	On 10th Apr. 10 a.m.
SHANGHAI	"CHANG"	On 11th Apr. D.L.
AMOY, SWATOW & SINGAPORE	"CHANGHOU"	On 11th Apr. D.L.
SWATOW & SHANGHAI	"SUNNING"	On 13th Apr. 4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 13th Apr. 10 a.m.
AMOY & SHANGHAI	"SHANTUNG"	On 15th Apr. D.L.
SWATOW & BANGKOK	"KIANGSU"	On 15th Apr. 2 p.m.
SWATOW, SHANGHAI, WEIHAWEI, CHEFOO & TIENTSIN	"CHUNGKING"	On 15th Apr. 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

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CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	In Port.	9th April, at Daylight

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 Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails on or about 6th May.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE, FOR BRINDISI, VENICE AND TRIESTE (R.I.M.E.)

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S.	Destination	Sails about
S.S. "AUSSA"	...	1st May.
S.S. "DUCHESSA D'AOSTA"	...	3rd May.
S.S. "SILVIO PELLICO"	...	1st June.
S.S. "NIPPON"	...	3rd June.
S.S. "ROSANDRA"	...	3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	Destination	Sails about
S.S. "NUMIDIA"	...	3rd May.
S.S. "RIUMEL"	...	5th May.
S.S. "AUSSA"	...	4th June.
S.S. "DUCHESSA D'AOSTA"	...	7th June.
S.S. "SILVIO PELLICO"	...	4th July.
S.S. "NIPPON"	...	8th July.
S.S. "ROSANDRA"	...	7th August.

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FROM HONGKONG BY DIRECT ROUTE.

U.S.S.	Ship	Due Hongkong	Leave Hongkong
U.S.S.B. "West Ivan"	...	15th Apr.	17th Apr.
U.S.S.B. "West Sequana"	...	26th Apr.	28th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "West Prospect" ... Due Hongkong 11th Apr.

Leave Hongkong 12th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR BATAVIA, SEMARANG AND SOERABAYA.

U.S.S.B. "West Farallon" ... Due Hongkong 25th Apr.

Leave Hongkong 26th Apr.

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